The Hong Kong Daily Press.

No. 5517 號七十七百五千五第 日六念月六年亥乙緒光 HONGKONG, WEDNESDAY, 28TH JULY, 1875. 三拜禮 號八十二月七英 港香 [PRICE $2½ PER MONTH.

Arrivals.

July 26, MADAGASCAR, German str., 884, J. Timm, Bangkok 19th July, Rice.—SIEMSSEN & Co.
July 27, JOHANN SMIDT, German bark, 434, H. Rohker, Touron 23rd June, General.—WIELER & Co.
July 27, YANGTSZE, British steamer, 783, E. Schultze, Shanghai 23rd July, General.—SIEMSSEN & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JULY 27TH.
James Wilson, for Foochow.
Monsoon, for Tientsin.
Siamese Crown, for Chefoo.
City of Exeter, str., for Singapore, &c.

Departures.

July 27, PEI-HO, str., for Shanghai.
July 27, FABIUS, for Chefoo.
July 27, NORNA, str., for Swatow.
July 27, FORTUNE, for Chefoo.
July 27, KUM-SING-FAT, for Cheloo.
July 27, LA PAIX, for Melbourne, &c.
July 27, RETRIEVER, for Amoy.
July 27, YANGTSZE, str., for Canton.

Passengers.

ARRIVED.
Per *Madagascar*, str., from Bangkok:—Baron de Overbeck.
Per *Johann Smidt*, from Touron:—72 Chinese.
Per *Yangtsze*, str., from Shanghai:—Rev. C. H. Parton, Mr. Richardson, 1 European deck and 16 Chinese.

DEPARTED.
Per *Pei-Ho*, str., for Shanghai:—Signor and Signora Palmieri and son, Signorina Persiani, Messrs. Blum, M. Moses, and Chiery.

TO DEPART.
Per *City of Exeter*, str., for Singapore, &c.:—126 Chinese.

Reports.

The German steamship *Madagascar* reports left Bangkok on 19th July. Had Westerly winds in the Gulf of Siam, with fine weather. In the China Sea fresh S.W. winds. On the 24th, passed a British ship, showing signals W.P.V.T., all well on board, in lat. 14.58 N., and long. 110 E.

The German bark *Johann Smidt* reports left Touron on 23rd June. Had moderate and strong S.S.E. winds with a high sea the first part of passage; the latter part moderate breeze with fine weather to arrival. The British bark *England's Glory*, and the German bark *Carl Ritter* were loading in Touron for Hongkong.

The British steamship *Yangtsze* reports left Shanghai on 23rd July at 2 a.m. At 7.30 a.m. passed the Lightship. At the same time, passed the steamship *Chinkiang* going into Shanghai. Experienced strong S.S.W. breeze and heavy sea to Chapel Island; from thence to port moderate S.W. breezes and fine weather. On the night of the 27th, passed two unknown steamers, bound North.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	*From.*	*Date of Arrival.*
Ornate	Manila	June 12
Marina	Manila	June 15

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	*From.*	*Dates.*
Androklos	Bremerhaven	Mch. 17
Lanercost	Cardiff	Mch. 29
Lucia	London	April 17
Molbrek	London	April 18
Pilgrim	Newcastle	April 24
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Beak	Falmouth	May 3
Solsterk	Shields	May 3
Irene	Hamburg	May 16
Excelsior	Cuxhaven	May 18
Solent	London	May 21
Eugenie	Cardiff	May 29
Caprera	Philadelphia	June 2
John C. Munro	London	June 3
Menelaus (s)	Liverpool	June 3
America	Hamburg	June 8
Flintshire (s)	London	June 11
Chusan	London	June 14
Ulysses (s)	Liverpool	June 15
Eastern Monarch	Liverpool	June 17

Auction Sales To-day.

BOTTOMLEY & HUGHES, At 11 A.M., Tea.

LANE, CRAWFORD & Co., At 2 P.M., Household Furniture, &c.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—
London.... Messrs. GEORGE CROSHAW & Co.
Canton.... " DEACON & Co.
Foochow.. " WESTALL, GALTON & Co.
Yokohama " PAUL HEINEMANN & Co.
Hiogo.... { THE NETHERLANDS TRADING SOCIETY.
By Order,
W. H. RAY, *Secretary.*
tf 833 Hongkong, 29th May, 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN, *Agent.*
1y 944 Hongkong, 18th June, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1869.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAMPO & Co.
JOAQUIM MALCAMPO QUIOGA.
6m 584 Amoy, 12th April, 1875.

NOTICE.

MR. CHAS. G. BUNKER, JR., has this day been admitted a Partner in our Firm.
THOMPSON & Co.
Pagoda Anchorage, Foochow, June 5th, 1875. [3m 880

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. R. J. J. CHAMBERS in our Firm at this Port, from 1st instant.
JOHN FORSTER & Co.
3m 771 Foochow, 15th May, 1875.

NOTICE OF DISSOLUTION.

THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.
LANE, CRAWFORD & Co.
3m 773 Yokohama, May 6th, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of
TAYLOR & THOMPSON.
WILLIAM HENRY TAYLOR.
GEORGE MORTIMER THOMPSON.
6m 279 Hongkong, 17th February, 1875.

NOTICE.

WE have authorised Mr. MEYER ELIAS SASSOON to sign the name of our Firm from this date.
E. D. SASSOON & Co.
1m 1075 Hongkong, 1st July, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | H. Nicaise, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

PATENT SLIP & DOCK COMPANY, AND NOVELTY IRON WORKS,
No. 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. C. BAILIE, *Manager.*
Office, Novelty Iron Works, Praya West,
Hongkong, 26th July, 1875. [6m 1148

A. MILLAR & CO., PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.
1499 Hongkong 23rd September, 1874.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓°/.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15°/.) only.
SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE

IS HEREBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. E. REDING has been appointed Agent at Shanghai.
By Order,
W. H. RAY, *Secretary.*
tf 797 Hongkong, 22nd May, 1875.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20°/.) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD, *Agent, Sun Fire Office.*
1385 Hongkong, 26th August, 1874.

To be Let.

TO LET.
HOUSE No. 5, Peel Street, newly painted and in good order, with new Iron Verandahs, containing 7 Rooms.
Apply to
H. A. ASGAR & H. ESMAIL, *No. 17, Gage Street.*
tf 998 Hongkong, 29th June, 1875.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.
With Possession on 1st of April.
THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of Four ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to
T. ALGAR, *9, Hollywood Road.*
tf 392 Hongkong, 10th March, 1875.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET.
CORNER HOUSE in Lower Mosque Terrace, from 1st August prox. Rent $45.
Apply to
ED. SHARP & TOLLER.
tf 1085 Hongkong, 3rd July, 1875.

TO LET.
SOME HOUSES on PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 22nd May, 1875.

TO LET.
BALL'S COURT, Nos. 1 and 2. Possession from the 1st August next.
Apply to
E. R. BELILIOS.
1m 1029 Hongkong, 2nd July, 1875.

TO LET.
With Immediate Possession.
THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.,) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.
Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on.
Apply to
T. G. LINSTEAD.
252 Hongkong, 8th March, 1875.

TO LET.
With Immediate Possession.
THE HOUSE No. 10, Arbuthnot Road, lately occupied by Dr. AYRES. Gas and Water laid on. Apply to
J. A. DE CARVALHO.
1m 1018 Hongkong, 1st July, 1875.

TO LET.
TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.
With Immediate Possession.
PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.
DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.
No. 11, Gage Street, lately in the occupation of Mr. PUBANSY.
DWELLING HOUSE No. 4, Alexandra Terrace. Possession from 1st August.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 14th July, 1875.

TO LET.
THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET.
A FIRST-CLASS GODOWN, situated in Queen's Road.
Apply to
GIBB, LIVINGSTON, & Co.
997 Hongkong, 28th June, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20°/.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co., *Agents.*
1 Hongkong, 1st January, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20°/. allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20°/. allowed.
HOLLIDAY, WISE & Co., *Agents.*
48 Hongkong, 8th January, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co., *General Agents.*
tf 951 Hongkong, 17th April, 1873.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
(*On account of the concerned*),
THIS DAY,
the 28th instant, at 11 o'clock A.M., at the Godowns of Messrs. HOLLIDAY, WISE & Co., Praya Central,—
88 HALF-CHESTS of TEA,
All more or less Sea-damaged, ex "Esmeralda," from Amoy.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
BOTTOMLEY & HUGHES, *Auctioneers.*
1164 Hongkong, 28th July, 1875.

PUBLIC AUCTION OF A CHOICE ASSORTMENT OF NEW AND FIRST-CLASS ENGLISH MANUFACTURED FURNITURE,
To be Sold without reserve,
NOW ON VIEW, INSPECTION INVITED.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at their Sale Rooms, on their Praya Premises,
THIS DAY,
the 28th July, 1875, at 2 o'clock P.M.,
(*For account of the concerned,*)—
11 Cases, marked C. B. (in triangle), D. 850 to 60, containing New and First-class English-made FURNITURE, slightly damaged.
1 Handsome Drawing Room Suite Walnut and Green SILK DAMASK.
1 Handsome Drawing Room Suite Walnut and Blue REP.
1 Handsome Drawing Room Suite Walnut and Crimson REP.
Handsome Mahogany Dining Room SUITES in Marone Leather.
Handsome Mahogany Dining TABLE, fitted with Patent Expander to open 7 feet.
Handsome Mahogany SIDEBOARD.
Handsome Mahogany Toilet TABLES and Marble-top WASHSTANDS.
Handsome Mahogany and Walnut Occasional TABLES.
Handsome Walnut Loo and Oval TABLES.
Handsome Walnut WHATNOTS.
Handsome Walnut Jenny Lind CANTERBURY.
Gentlemen's and Ladies' Folding Birch CHAIRS, for Travelling.
12 Ash Croquet CHAIRS.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.
1154 Hongkong, 27th July, 1875.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
TO-MORROW,
the 29th July, 1875, at Noon, at his Sale Rooms, Queen's Road,—
Casks PORTLAND CEMENT.
Cases Sparkling HOCK.
" CLARET, "Medoc" and "St. Julien."
" SHERRY.
" PORT WINE.
Casks BEER and PORTER, in Qts. & Pts.
MATCHES.
WHITE ZINC.
BLACK PAINT.
FELT HATS.
BLUE CLOTH.
FLANNEL.
(*For account of the concerned,*)—
R&Co F. } 2 Cases ULTRAMARINE,
More or less Damaged by Sea Water, ex "Golden Spur."
One ORANG OUTANG.
And
Sundry other GOODS.

And at the Godowns of Messrs. MACEWEN, FRICKEL & Co.,—
100 Bags Crushed GRAM.
Empty Beer HOGSHEADS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*
1165 Hongkong, 28th July, 1875.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on
THURSDAY,
the 5th August, 1875, at 4.30 P.M., on the Spot,—
The 12 Newly Built HOUSES situated in Upper Station Road (facing Baxter's House, Caine Road), INLAND LOT No. 599, measuring 10,800 feet. Ground Rent $35.70 per annum.
For Particulars, apply to
J. M. GUEDES, JR., *Auctioneer.*
1168 Hongkong, 28th July, 1875.

NOTICE.

TO be Sold by PUBLIC AUCTION, unless previously disposed of by Private Contract, on
WEDNESDAY,
the 18th day of August proximo,—
The Small Screw Steamer known as the
"WATER-LILY,"
as she now lies in this harbour.
This Vessel is almost new, and has just been fitted with very powerful Machinery, speed on trial trip 8 to 10 knots, and is admirably suited for Towing purposes.
For Further Particulars, apply at AMOY DOCK, or to the Auctioneers.
C. GERARD & Co.
1m 1109 Amoy, 12th July, 1875.

PUBLIC AUCTION.

THE Undersigned has been instructed by Messrs. BIRLEY & Co., to Sell by Public Auction, on Board,
IN A FEW DAYS,
(*The Postponement is owing to the interruption of the Cable between Hongkong and Yokohama,*)
The First-class Iron Screw Steamship
"LY-EE-MOON,"
of 611.20 Tons Register, built in 1859, by the Thames Iron Works and Ship Building Company as a Paddle Steamer, and thoroughly renewed and converted into a Screw Steamer in 1873, by Messrs. W. WALTER & Co., of London; and fitted by the Ouseburn Engine Company, of Newcastle-on-Tyne, with Direct Acting Engines, Compound, Surface Condensing Principle, of 160 Horse-Power, Nominal, working up to 800 H.P. effectual. Consumption of Coal (Takasima) about 15 Tons, speed 13 to 13½ Knots, Capacity of Bunkers about 160 Tons, Diameter of Cylinders 32in. and 62in. Length 272ft. 0in., Breadth 27ft. 6in. Depth of Hold 10ft. 0in., to Keel 18ft. 0in. Carrying Capacity 1,250 Tons weight and measurement. Passengers 1st Class, 36; 2nd Class, 12; 3rd Class, 40; Deck Passengers, 490. Draft with Passengers and Cargo about 12ft. 6in., or deeply laden, 14ft. 6in. Class, Lloyds 90 ys. Liverpool 20.
This Steamer has very superior accommodation for Passengers, and is well found in Stores of all descriptions.
For further particulars, apply to Messrs. BIRLEY & Co., or to the AUCTIONEERS, where Inventory and Plan of the Vessel can be seen.
TERMS OF SALE.—Half Cash on fall of the hammer, the balance on completion of Transfer, Expenses of which are to be borne by the Purchaser.
The Ship, with all faults and errors of description, to be at Purchaser's risk on fall of the hammer.
CHAS. E. MORGAN, *Auctioneer.*
1047 Hongkong, 3rd July, 1875.

G. O. ROGERS, D.D.S., *DENTIST,*
No. 7, ARBUTHNOT ROAD.
tf 47 Hongkong, 1st December, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from C. V. CREAGH, Esq., Sheriff of Hongkong, to Sell by Public Auction, on
SATURDAY,
the 31st of July, at Noon, at the Residence of Mr. J. WILLAUME, No. 6, Aberdeen Street,
Under a Writ of Execution of the Supreme Court of Hongkong,—
The whole of his HOUSEHOLD and OFFICE FURNITURE, consisting of English-made CHAIRS and COUCHES, TABLES, PIER GLASSES, Iron and Wooden BEDSTEADS, WARDROBES, CHEST of DRAWERS, CHAIRS, Toilet TABLES and GLASSES, SOFAS, &c., &c.
Office DESKS, Iron SAFE, BOOKCASE, &c., &c., &c.
Also,
12 Barrels CLARET.
Basket CARRIAGE and HARNESS SADDLES, &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. GUEDES, JR., *Auctioneer.*
1155 Hongkong, 27th July, 1875.

THOMPSON AND HIND
INVITE INSPECTION OF THEIR NEW GOODS, ex S. S. *GLENGYLE*:
Ladies' and Children's BOOTS and SHOES.
Ladies' BLACK VELVET SHOES.
PIQUE COSTUMES, CORSETS.
Ladies' STRIPED COTTON and THREAD HOSE.
Boys' and Girls' SAILOR and YACHTING HATS.
New STRIPED and CHECK GRENADINES for DRESSES.
PLAIN WHITE BATISTES and WHITE STRIPED DITTO.
New STRIPED and SPOT FRENCH PERCALES.
Pieces of HAIR, for Wearing in Present Style.
JET CROSSES, BRACELETS, NECKLETS, and HAIR PINS.
Ladies' and Children's UNDERCLOTHING.
Gentlemen's FELT HATS, SHIRTS, COLLARS, SCARFS, CRAVATS, TIES, and UNDERCLOTHING.
The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.
33, *QUEEN'S ROAD,* HONGKONG.
666 Hongkong, 12th July, 1875.

EX STEAMER *ESMERALDA.*

FOR SALE
CHOICE CAVITE CHEROOTS. Apply to
A. L. AGABEG, JR., *Staunton Street.*
tf 1100 Hongkong, 14th July, 1875.

FOR SALE.
A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure.
For Particulars, &c., apply to
GIBB, LIVINGSTON & Co.
662 Hongkong, 3rd May, 1875.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

FOR SALE.
TAKOSIMA COAL at $8 per Ton, in Lots to suit Purchasers.
Apply to
THOS. G. GLOVER, *East Point.*
587 Hongkong, 16th April, 1875.

FOR SALE AT YOKOHAMA.
A GOOD partly ready money BUSINESS, doing between $700 and $800 per month. Capital required will not exceed $1,500. The present Proprietor leaving for Europe.
For full particulars, address "C. B.," Office of this Paper.
1m 1044 Hongkong, 5th July, 1875.

NOW READY.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1875.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.
(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(" 13, Sept., 1873, " XIII.)
Les Fermiers de l'Opium et des Alcools,
BANHAP & CIE.
Vu le Président du Conseil d'Admon.,
A. SPOONER,
6m 106 Saigon, January, 1875.

STORAGE.
COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

JUST PUBLISHED AND FOR SALE.
ROYAL 8vo., CLOTH GILT, PRICE $10.
PIECE-GOODS, YARN, and WOOLLEN TABLES, shewing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KERFOOT HUGHES, Hongkong.
LANE, CRAWFORD & Co.,
Hongkong, Shanghai, and Japan.
8m 786 Hongkong, 22nd May, 1875.

NOTICE.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

MR. WALDEMAR SCHMIDT has been appointed the Company's Agent in London.
By Order of the Court of Directors,
JOHN DUNN, *Acting Secretary.*
1076 Shanghai, 30th June, 1875.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper..............$1.50
Neatly Bound..............$2.00
Apply at the *Daily Press* Office.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20°/. on the premia.
EDWARD NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1875.

Intimations.

HONGKONG HOTEL COMPANY (LIMITED.)

THE HALF-YEARLY MEETING of the Shareholders in the above-named Company will be held in the Hongkong Hotel TO-DAY, the 28th July, 1875, at 3.30 P.M.
The Transfer Books of the Company will be CLOSED from the 17th to the 28th of July, 1875, both days inclusive.
By Order,
ED. BAKER, *Secretary.*
941 Hongkong, 28th July, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of Shareholders in the Company will be held at the CITY HALL, Victoria, Hongkong, on TUESDAY, the 3rd August proximo, at 3 o'clock P.M., for the purpose of confirming the Resolutions passed at the Extraordinary Meeting held this day.
By Order of the Board of Directors,
P. A. DA COSTA, *Secretary pro. tem.*
14d 1128 Hongkong, 20th July, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 12°/. per annum, or $4.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 23rd instant. Shareholders are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
P. A. DA COSTA, *Secretary pro. tem.*
1129 Hongkong, 20th July, 1875.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late WILLIAM DROUGHT HARRISON are requested to send them in for Liquidation, to the Undersigned, before the 31st instant.
BUTTERFIELD & SWIRE.
17d 1107 Hongkong, 14th July, 1875.

NOTICE.

ALL CLAIMS against the Estate of the late Mr. NOWROJEE HOSUNGJEE must be sent in to the Undersigned on or before October the 7th, 1875, after which no Claims will be allowed.
Any parties indebted to the late Mr. NOWROJEE HOSUNGJEE are requested to make immediate payment.
P. DORABJEE, *Executor,*
42, Hollywood Road.
1m 1065 Hongkong, 7th July, 1875.

SEALED TENDERS, marked on the Covers "Tender for Ship," will be received by the Undersigned until Noon on THURSDAY, the 26th August next, for the Purchase of Her Majesty's Ship *Princess Charlotte.*
An Inventory of the Stores to be sold with the Ship, and of the Articles now on board which will not be sold with her, may be seen on application at this Office.
TERMS OF SALE.—Cash on acceptance of Tender, and the Ship, with all faults and errors of description, to be at Purchaser's risk from that time.
JOHN BREMNER, *Naval Storekeeper.*
H. M. Naval Yard,
Hongkong, 15th July, 1875. [1110

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Instalment of $100 of the Call of $500 per share, authorized by the Extraordinary Meeting of Shareholders held on the 21st ult., is payable on the 31st July instant, at the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, Hongkong.
Interest at the rate of 12°/. per annum will be charged against the holder for the time being of any shares, in respect of which the above-mentioned Instalment shall not be paid by the said 31st July.
By Order,
W. H. RAY, *Secretary.*
tf 1097 Hongkong, 13th July, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20°/.) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co., *General Managers.*
4m 1021 Hongkong, 1st July, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the *Undersigned* with a list of their Contributions for the year ended 31st December, 1874, and also for the current year, in order that the Distribution of TWENTY PER CENT. (20°/.) of the Nett Profits reserved for Contributors may be arranged.
Returns not rendered prior to the 1st August next will be adjusted by the Undersigned, and no Claims or Alteration will be subsequently admitted.
ADOLF ANDRÉ,
F. D. SASSOON, *Liquidators.*
1m 1015 Hongkong, 1st July, 1875.

NOTICE.

THE Undersigned having resigned the Secretaryship of the HONGKONG HOTEL COMPANY, LIMITED, the Board of Directors have appointed Mr. L. HAUSOHILD Secretary from this date.
By Order,
ED. BAKER, *Secretary.*
1030 Hongkong, July 1st, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.
PRICE TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.
Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.
KYLE & BAIN, *Proprietors.*
510 Hongkong, 20th May, 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

Intimations.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"MENELAUS"
will be despatched on or about the 1st August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1160 Hongkong, 28th July, 1875.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"ULYSSES,"
will be despatched on or about the 5th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1161 Hongkong, July 28th, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.
THE Company's Steamship
"PRIAM"
will be despatched on or about the 7th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1162 Hongkong, 28th July, 1875.

FOR SAIGON.
THE French Steamship
"GUNGA,"
Captain J. G. Piton, will have immediate despatch for the above Port.
For Freight or Passage, apply to
SOEY SHING, *Bonham Strand.*
1163 Hongkong, 28th July, 1875.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on WEDNESDAY, the 18th day of August next, at Three o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1875.
By Order of the Court of Directors,
JAMES GREIG, *Chief Manager.*
22d 1166 Hongkong, 27th July, 1875.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 9th to the 18th day of August next, (both days inclusive), during which period no transfer of Shares can be registered.
By Order of the Court of Directors,
JAMES GREIG, *Chief Manager.*
22d 1167 Hongkong, 27th July, 1875.

NOTICE.
THE Undersigned will be absent from Hongkong Professionally until about the 1st of September next.
M. STOUT, D.D.S.
tf 1153 Hongkong, 27th July, 1875.

WANTED,
A EUROPEAN to superintend the Working of Cargo boats.
Address, by Letter, with References, &c., to "A.Z.," care of the *Daily Press* Office.
tf 1135 Hongkong, 22nd July, 1875.

WANTED,
A EUROPEAN DISPENSER, one willing to go up the Coast if required. Address "J. K.," care of this Office.
1124 Hongkong, 20th July, 1875.

NOTICE.
A YOUNG MAN (Englishman) desires an Engagement as CLERK in a Mercantile Establishment. He has had 3 years' experience in China. Good References. Address "CLERK," care of *Daily Press.*
1019 Hongkong, 1st July, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

FOR SALE.
FLOWER AND SON'S Bottled ALE and STOUT.
DOUGLAS LAPRAIK & Co.
tf 1054 Hongkong, 6th July, 1875.

Notices to Consignees.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *PRIAM,* FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 29th instant, for shipment per *MENELAUS.*
BUTTERFIELD & SWIRE, *Agents.*
3d 1158 Hongkong, 27th July, 1875.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *MENELAUS,* FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 2nd August for shipment per *ULYSSES.*
BUTTERFIELD & SWIRE, *Agents.*
7d 1159 Hongkong, 27th July, 1875.

S. S. *PEI-HO.*
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S. *GANGE,* from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from MONDAY, the 26th inst., at 10 A.M.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 9 A.M. TO-DAY.
Bills of Lading will be countersigned by the Undersigned.
Goods unclaimed after THURSDAY, the 29th inst., at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND, *Principal Agent.*
1149 Hongkong, 26th July, 1875.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND, *Principal Agent.*
Ex "Donnai," 2nd July, 1874.
FD, 1/35, ... 35 cases Beer.
Ex "Irawaddy," 11th March, 1875.
GFT ... ... 1 case Books.
Ex "Anadyr," 6th May.
LR... ... ... 5 bars Iron.
G *Ex "Ava," 12th June, 1875.*
H&P, Nos. 311/22, ... 12 cases Sundries.
AL 1/12, ... 6 ... do.
Hongkong, 23rd June, 1875.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875 has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (*Designed expressly for the Work*,) MAPS OF HONGKONG, JAPAN, THE SILK WORM DISTRICTS, THE ISLAND OF FORMOSA, AND OF THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

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"	" KELLY & Co.
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Yokohama	Messrs. LANE, CRAWFORD & Co.
"	Mr. C. D. MOSS, *Japan Gazette* Office.
Manila	Messrs. J. DE LOYZAGA & Co.
Singapore	*Straits Times* Office.
London	Mr. F. ALGAR, Clement's Lane.
"	GEO. STREET, 30, Cornhill.
"	Messrs. BATES, HENDY & Co.

The Daily Press

HONGKONG, JULY 28TH, 1875.

PERHAPS one of the most important steps ever taken by the Government of Peking in their own interest and that of the Empire generally was the appointment of a Commissioner for the purpose of visiting and inspecting machinery used in raising coal and working collieries in Great Britain. The Imperial Commissioner, YUNG-CHING-YONG, has been carrying out his mission by visiting the mines of the South Yorkshire district, and it is reported that he made a minute inspection of the plant used at the different collieries. He has evidently got his eyes open, and is using them to good advantage. He expressed his anxiety to be taken to a colliery where a large quantity of water had to be contended with, and the party accordingly visited Wath Main colliery, where something like 120,000 gallons of water per hour can be drawn. It is believed that he will give orders for some powerful machinery to be sent out to China before leaving England. The opening up of the rich coal fields of China will undoubtedly bring a large accession to the Imperial revenue, and it is most probable that the recognition of this fact has been the main inducement to the lethargic Government to put aside prejudice and tradition for once. Self-interest is always a potential motive, and is frequently the mainspring of actions very foreign to the opinions and previously-expressed desires both of individuals and nations. The Chinese Government have somewhat tardily resolved on a course totally at variance with their ancient policy, in the conviction that it will conduce to their enrichment and the country's benefit. The latter, it is to be feared, is a secondary consideration, but it is nevertheless a matter for congratulation that there is at length a prospect of the long buried bituminous treasures of this venerable Empire being systematically and profitably worked, and that at no distant date.

SOME very interesting statistics of the production of the precious metals throughout the civilised world from the beginning of the sixteenth century down to the year 1873 have recently, the *Pall Mall Gazette* informs us, been compiled by a writer in the *Deutsches Handelsblatt*. By an examination of them it appears that from the year 1500 to the end of 1849, the total production of gold amounted, according to this writer's estimate, to some £620,000,000 sterling, while the total production of silver reached £1,325,000,000 sterling. Of the entire production of precious metals, gold constituted less than 3 per cent. in weight, and silver more than 97 per cent., while at the same time gold formed 32 per cent. of the value, and silver no more than 68 per cent. Since the discovery of gold in California in 1849, however, down to the end of 1873 the writer estimates that the production of gold has reached 9,600,000 lb., or nearly three-quarters of a million pounds weight more than was raised in the preceding three hundred and fifty years! In value this quantity of gold reached £670,000,000 sterling, while the quantity of silver raised during the same period was about 59,000,000 lb., or £310,000,000 sterling in value. According to this estimate, which does not profess to be anything else, the total production of the precious metals in the period 1500-1873 attained the sum of about £2,900,000,000 sterling, of which gold stands for about £1,300,000,000, and silver for £1,600,000,000.

Our contemporary draws attention to the surprising fact that by far the larger part of this enormous amount of gold and silver has actually disappeared from Europe. The compiler of the statistics states that the aggregate amount of both metals in the great banks of England, France, Germany, Holland, and Belgium is under £150,000,000. The sums circulating in the several countries are relatively small, and will not account for anything approaching the difference. In England nearly all transactions of any magnitude are concluded through a paper medium, and in France, Austria, Italy, Russia, and the United States specie payments are suspended. The quantity of gold and silver used in the manufacture of jewellery and plate even will not nearly account for the missing sum. The wear and tear of coin in circulation of course absorbs some; but it is generally believed that of late years the greatest cause of loss is the large demand for silver by India, China, and Japan. And herein we think is the true explanation. China especially is a great receiver of bullion, chiefly, and almost entirely, silver. She absorbs the greater portion of the produce of the rich mines of Mexico, and year after year dollars by the million disappear in that dollar-loving country. The exports of China to Great Britain exceed by many millions the amount of imports, and the difference is paid in silver. The American trade dollar has come into favour of late, and vast quantities of these coins will be absorbed by China. The yield of silver in the United States has risen from £80,000 per annum in 1858 to £7,150,000 in 1873, the largest outturn of any country in the world, and considerably above even that of Mexico. But however rich the silver mines of Nevada and Colorado may prove, China will doubtless manage to swallow up their produce. She has drained Europe of much silver, and she will effectually prevent, for some time at least, the possibility of an overplus.

The British steamship *Abbotsford* returned from Aberdeen dock yesterday.

The British steamship *Africa* steamed round to Aberdeen yesterday morning for the purpose of docking.

Mr. Justice Snowden sat in the Summary Court yesterday, and disposed of a few uninteresting cases.

The Ocean Steamship Company's steamer *Menelaus* left Singapore on the evening of the 24th inst., and their steamer *Ulysses* will leave to-day, for this port.

We hear that a telegram has been received from Shanghai, announcing the loss of the Shanghai Steam Navigation Co.'s steamer *Fusiyama* near Kinkiang. She had a cargo of tea. No particulars have yet come to hand.

MARINE MAGISTRATE'S COURT.

27th July.

BEFORE J. P. MCEUEN, ESQ., R.N., ACTING HARBOUR MASTER.

THE "GLENLYON."

Alex. Liston, chief engineer on board the British steamship *Glenlyon*, charged James Driscoll, a fireman on board, with refusal of duty on the 20th instant.

The prosecutor said on the 26th at about 8 o'clock the prisoner commenced fighting with one of the other firemen. He went to separate them, and the prisoner refused to obey his orders. The prisoner then went down into the stokehole and commenced fighting with two other firemen. He told him to go forward, but the prisoner replied that he would take no orders from him. The prisoner then went on deck and walked about and made use of very abusive language. The police boat came alongside, and he was given into custody. At this time the prisoner was the worse for liquor.

David Poe said he was second engineer on board. He went down in the engine-room yesterday morning and found the prisoner quarrelling and fighting. He ordered him on deck, and he refused to go, still persisting in fighting. He eventually got him on deck, and told the chief engineer he would not have him below.

The prisoner said he was the worse for liquor and he was sorry for what had occurred.

He was ordered to forfeit two days' pay.

POLICE INTELLIGENCE.

27th July.

BEFORE THE HON. C. MAY.

A CONSTABLE WITH HIS EYES OPEN.

Chinese constable No. 144 charged one Chung Yea Chi with being a suspicious character. He said he saw the prisoner following two seamen about. When the seamen stopped the prisoner stopped. After watching him for some time he arrested him. There was another man with the prisoner, but he got away. The prisoner exclaimed that he was doing nothing wrong. The prisoner told the Inspector the same tale and said he could point out the man who was in his company. This he failed to do.

The prisoner denied the charge, and was sentenced to one month's hard labour.

His Worship accorded the constable in the case a little praise, and said if a few other constables kept their eyes open in like manner the colony would soon be rid of such dishonest men.

STREET GAMBLING.

Kwan Yow was charged by Chinese constable No. 263 with gambling. The constable said he went out in private clothes this morning, and near Wing-on lane he saw a crowd of Chinese. He went inside the crowd and stood beside the prisoner and watched him for some time act as manager. He then arrested him, and the gamblers got away.

The prisoner denied the charge, and was sent to one month's hard labour.

DESPOILING THE VOLUNTEER BARRACKS.

A man named Leung Afoo was charged by Chinese constable No. 247 with stealing a quantity of glass from the building formerly used as a volunteer barracks near Government office.

The constable said on seeing the prisoner come round with a basket he apprehended him, and discovered that he had broken the window sashes in order to take out the glass.

It was shewn that there were four previous convictions against the prisoner. The prisoner said there were only three.

The prisoner was sentenced to three months' hard labour, and ordered to find security in $25 for twelve months, failing which to be recommended for deportation.

A RAID ON GAMBLERS.

The Police last night made a raid on a gambling house, No. 8, Market Street, and apprehended Koo Atai and sixteen other gamblers in the act.

Lee Akwai, an informer, gave evidence and said he laid an information to the effect that he went to the house on the 24th and on the 25th inst., and lost $1 on each occasion. The last occasion the first prisoner was the manager, and the seventh and eight prisoners were there that night. He went again last night and lost 50 cents. The first prisoner acted as manager again. When the police came the first prisoner jumped out of the window and hurt his face.

The first prisoner denied that he jumped out of window, notwithstanding that his face was bruised.

Inspector D. Thompson said he executed the warrant. He took a party of Police and found the street door of No. 8, Market street open, also the trap hatch. As soon as he entered the door there was a rush, as a watchman at the window gave the alarm. The first prisoner and three others jumped out of a window, a depth of 14 to 15 feet. They were, however, caught in the street. One man got away by climbing over the roof. The rest of the prisoners were found hiding in different parts of the house. There was a small table on which was a mat, cash, counters, a stick and a basin. A light was on the table. There were four ten cent pieces also on the table. P. C. Campbell found $1.90 in the street outside.

The prisoners all offered the usual lame excuses made by gamblers. They went to see friends, and, strange to say, all had only just arrived there as the police came, and they never found these friends.

The first prisoner was fined $200; in default, six months' hard labour. The rest of the prisoners were fined $10 each; in default, one month's hard labour each.

CHEFOO.

The remarkable rumour that the Chinaman for whose murder Fawcett was tried, was not killed, seems to be gaining strength. A correspondent writes:—"At the trial, Mr. Hannen objected to the written report of the inquest, which was the only thing handed in to prove the man's death; while no *proof* was given that the man had been actually seen dead. The people near the Promontory can have no motive in spreading the present report; and it is noteworthy that, since the report has been in circulation, the Che-hsien of Yung-ching, near which town the murder was supposed to have been committed, has been suddenly removed!"—We give this extract, as we gave the first rumour, for what it may be worth. It is certainly a very curious one, and at least worth investigation.—*N. C. Daily News.*

PEKING.

July 9th, 1875.

We are no longer grumbling at the weather, for the skies have been propitious lately, and have showered down upon us some portion of the treasure which seems to have been too lavishly poured forth on more southern regions. The wheat harvest is over, but the yield is short, owing to the drought; the rain has however come in time to save the later and more important crops. There is a fair chance of the authors of the attack upon the student interpreters receiving the due rewards of their deed; but I hear that no satisfaction has been obtained by the Russians for some injuries inflicted upon some one of their nationality while passing through a crowd in the city. The Chinese authorities say that the guilty men escaped in the crowd, and there is at least a possibility of this statement being true. In no place are we more freely saluted with opprobrious epithets than in the streets of the capital; nor is this a matter of wonder. It will be within the memory of the numerous readers of the *Peking Gazette* that on the occasion of an insult combined with injury being inflicted on a distinguished party, an Order in Council appeared, calling upon Celestials to respect foreigners, or at least not to call them bad names within the precincts of the foreign Legations. What inference may be drawn from such an order, those at a distance from the Legations, or who wander from that favoured neighbourhood, know full well. If your rainy weather still continues, bringing with it the usual train of melancholy thoughts and humours, let me recommend to your readers the perusal of the Peking hospital report recently issued. In that report, there is not only much interesting matter, but grotesque composition enough to drive away a fit of the blues for full twenty minutes. Let no one however judge the nature of the work from the quality of the composition for the Peking hospital work with its Mongolian offshoot, which is of very great value to suffering humanity, and of much importance to the cause of Christianity.—*Correspondent of Shanghai Courier.*

THE LOSS OF THE LORCHA "ANONYMA."

So far as we can gather the particulars of this loss, they are as follows:—On Friday, the 16th inst., the lorcha *Anonyma*, Captain P. Lawson, passed the Centaur buoy about 4.30 p.m., and came to anchor at 10 p.m., flood then making with a strong S.E. wind. On the following day she got underway at 3 a.m., the wind then increasing and a heavy sea running which necessitated anchoring a little below Lee point; remained at anchor until 3 in the afternoon, when she got underway with part of the mainsail set, which was almost immediately carried away. Having only the foresail on her, stood in to midchannel, when she refused to stay and had to be wore round. After coming to the wind, the sea rolling heavily, she gave a heavy lunge, and either the step, or the mast itself gave way under the deck, and the foremast fell over to the starboard side and rested on the rail. Everything that could be was done to get the sail in, but in vain, as more than half was overboard. Immediately after it was reported that the vessel was fast filling and settling down by the head. Orders were then given to lower the sampan to save life, the Captain endeavouring to save the ship's papers, in which he succeeded. When he again came on deck the vessel's stern had risen eight feet, and he found that his orders respecting the lowering of the sampan had not been obeyed. He then jumped into the sampan himself, and cleared away the tackles, as there was no time to be lost. This could be seen at a glance. Some of the sailors came sliding down the tackle and were taken in the sampan, but unfortunately some were too late. From the time that the foremast went over the side, to the time of sinking, eight minutes, we are told, only elapsed; this was about 4.30 p.m. All were however rescued but three; when the yaloh was carried away and was swept off with the tide. The American lorcha *Kin-fan-lee*, which was about three miles ahead of the *Anonyma*, observed her distress and turned back to render such assistance as they could under the circumstances. Being right before the wind, she steered for the floating spars, house, etc., and succeeded in picking up two of the three missing men. While the *Kin-fan-lee* was looking after the wreck and missing men, a fishing boat took those from the sampan on board and conveyed them to the *Kin-fan-lee*. The *Anonyma* sank in about eight fathoms of water, and even under more favourable circumstances it would have been very difficult to save anything. Captain Ruddon of the *Kin-fan-lee* then started for Shanghai, bringing the Captain and crew of the lost vessel. They arrived all safe on Saturday.—*Shanghai Courier.*

JAPANESE LACQUER.

It is stated in the *Scientific American*, that the well-known and much-admired Japan lacquer-work, the secrets of which were supposed to be known only to the Easterns, has been successfully reproduced, or rather imitated, in Holland. The lacquer is prepared from Zanzibar copal, coloured black with Indian ink. The articles are painted with several coats of this lacquer, in which the pieces of mother-o'-pearl, or other substances used for ornamentation, are placed before it becomes hard. The lacquer is then dried by placing the articles in a heated oven or furnace, after which another coat of lacquer is applied; and when dry smoothed with pumice, which is repeated until all cracks are filled up, and the surface has become perfectly smooth, when the whole is polished, or rather burnished, with tripoli.

GALLANT CONDUCT OF THE PRINCE IMPERIAL.

Prince Louis Napoleon is the hero of a little adventure. A few days ago Dr. Russell Reynolds was being driven in a four-wheeled cab from Charlton Station, near Blackheath. The horse became restive and ran away, and the position of affairs was critical, for not far off there was a precipitous unprotected bank. Over this the animal would certainly have plunged had not its progress been stopped by the young Prince Louis Napoleon, who, happening to be close by, sprang forward, seized the horse by the head, and pulled him up. The Prince, who was dragged along the muddy road for a considerable distance, was not recognised by the gentleman whose life he had thus gallantly saved.—*London and China Express.*

THE ARCTIC EXPEDITION AND ALCOHOL.

It has often been said that, whether at the Equator or at the Pole, it is always found that teetotallers get along better than moderate drinkers. This fact was alluded to in a debate on the value of alcohol as an article of diet, held at New York not long ago by Dr. Willard Parker, and we believe that the fact is quite indisputable. It appears, remarks the *Medical Press and Circular*, that among the crews of the Arctic expedition there are several mariners who have made several voyages to the regions of eternal snow without ever having broken the abstainer's pledge to refrain from the use of alcoholic drinks, and to encourage the same practice in others. Dr. Parker has called attention to the question of the spirit ration served out to the soldiers in the late Ashantee war, and has shown that many soldiers did admirably well without any alcoholic stimuli in that dangerous climate. Alcohol is well known from late researches to lower the temperature of the surface of the body, and hence it is of course likely to be quite contraindicated in Arctic regions. And we hear that former expeditions have proved that it is quite impossible to keep up the normal temperature of the body if alcohol is taken, except in the very greatest moderation. Doubtless one of the results of the present expedition will be more thoroughly to clear up this important point in diet and regimen.

Nellie's Sartoris has joined the Washington gymnasium. It is not the pun—for we have used that before—but it is our anxiety for dear, darling Nellie which irresistibly impels us to remark that these gymnastics are Sartorisky.

SUBSTITUTE FOR INK.

A substitute for ink has been devised by Dr. Jacobsen of Berlin, which consists of points, like the leads of ordinary pencils, that can be fitted into holders. The writing at first resembles lead pencil marks, but when moistened immediately assumes a violet tint, and then adheres to the paper like ink. As many as six good copies can be taken from it by means of an ordinary copying press.

THE LOSS OF THE "VICKSBURG."

Some few further particulars have been received in England about the loss of the steamer *Vicksburg*. From telegrams received at Liverpool by Messrs. Flinn, Main, and Montgomery, the managing owners of the Mississippi and Dominion Line of steamers, it appears that the master, Captain Bennett, and forty-six persons have perished with the ship. It is believed that these include five women. There were on board the *Vicksburg* fifty-nine of a crew all told, seven saloon passengers, and twenty five steerage passengers. The names of the saloon passengers are Mr. M'Shane, Rev. C. A. Adams, Miss C. Sutherland, Mr. A. Betts, Mr. and Mrs. Bloom, and Mr. Vipoole. Besides the women among the saloon passengers, there were four women among the steerage passengers. The *Vicksburg* was, comparatively speaking, a new iron vessel, and her capacity was 2,500 tons. She was built in 1872.

DISGRACEFUL MOBBING OF AN INDIAN WOMAN.

A scene described by the *Scotsman* as "disgraceful, but not, it regrets to say, unprecedented," occurred in the streets of Edinburgh on Sunday evening the 15th June. About seven o'clock a woman, evidently a native of India, with two friends, was returning through the streets from a Roman Catholic place of worship, when the attention of the public was attracted by the unusual costume of the stranger. A crowd immediately collected, consisting not merely of children, but of well-dressed men and women. Every minute brought fresh accessions to the mob, which at last numbered over a thousand persons, all following the unhappy black woman. Further on the crowd was reinforced by "promenaders," to such an extent that the thoroughfare was well-nigh blocked, and the Indian, with the two other women by whom she was accompanied, was completely hemmed in. With great difficulty the party were at last extricated by the police and escorted home, still followed by the mob, who, when the object of their curiosity was safely housed, remained gaping for a considerable time at the door through which she disappeared. On the same evening, in another part of the city, "an immense crowd" congregated round a woman whose attire, consisting of "a white dress, and a bonnet or hat with a blue feather," and of course other garments, was considered somewhat extravagant. So noisy became the mob that every available constable from the central police office had to be despatched to the spot. The policemen at last succeeded in rescuing the woman, who stood in danger of rough treatment, and conveyed her beyond the reach of her persecutors. Considering that the Scotch have attracted more attention than most people by the peculiarities of their own costumes as well as by its deficiencies, they ought at least to be tolerant on this point with strangers.

THE MERCHANT SHIPPING BILL.

The *Times* says:—"The House of Commons is at last in committee on the Merchant Shipping Acts Amendment Bill; and it may be hoped that, having been once fairly launched, the bill will now have a prosperous voyage. It does not seem to be 'overloaded;' and it is certain that, unless it be brought speedily into port, a considerable number of 'advance notes' will be drawn by those who are working it upon the probabilities of the future. After the House got into committee some preliminary clauses relating to the registration of ships were passed without much discussion. Mr. Plimsoll was defeated on an amendment intended to prevent the colourable transfer to a foreign flag of a ship in a bad condition; but, notwithstanding some objections raised before the bill went into committee, these clauses do not seem to occasion anxiety. But a long and somewhat bitter discussion arose upon the ninth clause, which renders 'advance-notes' as they are called, illegal. These notes enable a sailor to anticipate his wages; and they are said, on the one hand, to be essential to his duly providing for his family during his absence, and, on the other hand, to be the chief means of the reckless debauchery in which seamen are too apt to indulge during their last few hours on shore. One shipowner said yesterday that on a recent occasion every man of the crew of one of his ships, the pilot included, had to be carried on board. To suppress this recklessness would be one of the most valuable contributions to the safety of vessels, for men are often rendered permanently unfit for their duties at sea by their preliminary indulgencies. But the shipowners, supported by no less an authority than Mr. Henley, stoutly resisted the proposal, and the Chancellor of the Exchequer was at last obliged to admit that some compromise might be necessary, and to plead for a decision on the main principle, leaving the details to be afterwards arranged. He was supported by the Marquis of Hartington; but his appeal was unsuccessful. After an inconclusive discussion it was moved to report progress, and the motion was carried by a majority of 68. It does not appear that there ought to have been so much wrangling on this question. There appeared a general admission that advance notes were undesirable, and the only practical question seems that which Sir Stafford Northcote wished to reserve, of the best means of doing without them or modifying their use. If the bill is not discussed in a more practical spirit, it will be endangered, and none would have more reason to regret such a result than those who would be responsible for the delay."

THE DECISION AGAINST ENGLAND.

The rumours which have prevailed during the last three months that the Delagoa Bay controversy would be decided against us, appear to be well founded. At a time when South Africa is receiving so large a share of our attention, and when there is such a desire, not only amongst the colonists and the Government of this country, but even amongst the general public interested in the advancement of the empire, to see a consolidation of our authority at the Cape, and a Confederation established which shall include not only that portion of the country under British rule, but also the neighbouring Republics, independent though largely populated by our countrymen, it is unsatisfactory to find that an important territory, though only of limited extent, is to be given up to another European Power. Both England and Portugal laid claim to the southern portion of Delagoa Bay, lying on the eastern coast of Africa, some two hundred miles to the north of Natal. As regards the northern half of the Bay, the right of Portugal to that was admitted, and has not been in question. The dispute has only been in reference to the southern half, including the island of Inyack, and the mouth of the Maputa river; but it is this half of the Bay that is the most valuable, both as opening on to a superior tract of country and as giving a port from whence lies the best route to the Leydenberg gold-fields, in the Transvaal Republic. Probably at the time when the question of title arose, the matter was not deemed of the importance that is now attached to it, or perhaps its reference to arbitration might not have been so readily acceded to. It was arranged that the late President of the French Republic, M. Thiers, should be entrusted with the duty. His sudden resignation of office occurred before a conclusion had been arrived at, and the matter stood over for the decision of his successor, Marshal MacMahon, who accepted it with his other responsibilities. It is now stated definitely that the Report has been sent in, and that it is adverse to England. The result of the Marshal's decision against us will be that Portugal will possess the only harbour along the coast available within a reasonable distance for trade with the Transvaal, and on the action of the Portuguese Government will depend how far it is likely to be utilised by the rapidly increasing population of that Republic. Until quite recently the climate at the Bay and for some distance inland was regarded as extremely unhealthy; but it is now found that its bad name in this respect has been greatly exaggerated, and that, except at a certain and for a very brief period of the year, the journey from the port to the gold-fields can be made in perfect safety and without danger to health. Another instance is thus added to those we have already had of our almost invariably getting the worst of it in our ventures in this way; but as it is, we can only make the best of it and put up with the loss.

THE COST OF TROOPS IN BURMAH.

In the month of February last the total number of European troops supplied with rations in Rangoon was 18,429½; in Thayetmyo the total was 17,894; and 11,260 in Tonghoo. The number of European troops at all the stations has been lately increased owing to the disturbed state of affairs in Burmah. But the number will soon decline as affairs are being amicably arranged. The average cost of victualling the European troops was annas 5.11, and in Thayetmyo and Thonghoo the rates were annas 6.3, and annas 6.10 respectively. Including cost of contingencies and servants the cost of victualling the European troops in Rangoon was increased to annas 6.2; at Thayetmyo annas 6.5, and Tonghoo annas 7. The cost of rations issued to the native troops was in Rangoon annas 1.8; Moulmein annas 1.10; Thayetmyo annas 1.10, and Tonghoo and Shoyagheen annas 1.8 and 2.2 respectively.—*Madras Standard.*

THE GROWTH OF IPECACUANHA.

As the climate of the Neilgheries was reported suited for the growth of the Ipecacuanha plant, Dr. King, the Superintendent of the Botanical Gardens at Calcutta, has forwarded to the Government Garden at Burliar eighty plants of this valuable herb for propagation in this presidency, and the local Government has sanctioned an extra establishment for the experimental cultivation of this plant at Burliar, under the superintendence of the Government Botanical gardener there. The plants are to be planted under the shade of palm trees, and propagating frames—shaped like frames employed for growing cucumbers—are to be erected for the multiplication of the plants, and with two frames Mr. Jamieson calculates that he could raise the present number of plants to 1,000 in the course of a year. The result of this experiment to grow the Ipecacuanha plants on the Neilgheries is to be reported on the expiration of a year after its introduction, to enable Government to decide as to whether the attempt is worthy of a continued support or not.—*Madras Athenæum.*

VIOLENT DEATHS OF TWO GREEK BISHOPS.

The end of two Greek bishops and a deacon by violent deaths is reported by the *Levant Herald*. The Bishop of Kora and Ghanos, Monsignor Timothy, and his deacon were, it seems, travelling on the 25th ultimo from Palamouti to Kora, in the district of Gallipoli, escorted by a couple of cavasses on horseback, when they were attacked by three mounted and armed Circassians. At a first discharge of pistols from these marauders, the deacon fell from his horse mortally wounded. The Circassians then, dismounting, rushed on the bishop, pulled him to the ground, rifled his pockets, and fired a pistol at him, wounding him severely. The bishop's cavasses, while this scene was being enacted, appear to have been engaged in contemplation, or, perhaps, from conscientious motives, offered no resistance to the bishop's assailants. One of them, however, was kind enough, at the request of the wounded prelate, to ride to Kora for assistance. In a short time two surgeons arrived, and the bishop was conveyed to Moussali, but died shortly after his arrival, and his corpse was the next day buried at Kora with "mournful pomp." In the meantime intelligence arrived of the death of Monsignor Dorotheus, Bishop of Korytz, in Macedonia, who, while making a tour through his diocese, was drowned in attempting to ford on horseback a swollen mountain torrent. Monsignor Dorotheus was born in 1825, at Aretzon, and studied first at the College of Halki, and afterwards at the University of Athens. He filled successively the posts of manager of the property of the Mount Athos monasteries in Bessarabia, and of principal of the Halki College. At the time of his ordination as Bishop of Korytza, he had already acquired a reputation as one of the profoundest theologians of the Phanar.

NEWSPAPER REPORTING IN FRANCE.

Newspaper reporting is really attaining wonderful proportions in France. It may seem incredible, but it is yet a fact that the London Correspondents of Parisian journals may be found at about 6 o'clock every evening outside one of the *cafés* which line the Boulevard des Italiens. Those are their London head-quarters. They are to be easily recognized, the ink and paper which stand before them on the little white table, in close juxtaposition with a glass of *vermout*, the pen which they are nervously using as a toothbrush, and their thoughtful moods distinguish them from the crowd. The following words—"Mondey and Sauky" stand out in bold relief at the top of the sheet of paper they are blackening, and their familiar quotation, "Times is money," may be detected at the bottom. Strange to say, one of the Paris papers has sent a real, genuine, live correspondent to Rouen, where he is to report the festival in connexion with Boieldieu's Centennial. This able journalist, whose experience has won him a reputation, has favoured the world with his first letter from Rouen. It is concluded as follows:—"The distribution of prizes took place at half past 4 to-day. It has just terminated, and I am too hungry to write you the result. You will wait until to-morrow (*sic.*)"—*Times.*

OLIVE OIL AS A CURE FOR CHOLERA.

A correspondent writes to us:—While travelling down to Madras the other day, I fell in with a French priest who in the course of conversation affirmed that some years ago, when touring through his Missionary District, he came upon a cholera-stricken village, far out of the reach of medical aid, where he was the means of saving many by resorting to a simple cure which he had learnt in France. He recovered many of the villagers from the effects of the disease by administering to them olive oil in small doses. The dose never exceeded two ounces, and was generally administered at an interval of two hours. Except in extreme cases, and with but few exceptions, he found that two doses were sufficient to check the progress of the disease. The remedy acts as a sudorific, an abundant sweat breaks out all over the body, the virus issues with it, and the disease loses its power. It sometimes proves vomitive or purgative; but, the sweating is most salutary. In extreme cases, in addition to the quantity taken internally, the oil was used externally, the body being well rubbed with it; but the curative power is in the sweating brought on by the former process. It is not my purpose to interpose any opinion on this subject, of which experience only is the proper test; but I have mentioned these facts in the hope that they may prove worth the enquiry of some of our medical men.—*Madras Athenæum.*

AFFAIRS IN CHILI.

A letter from Santiago in the *Hamburg News* says that the recent change of Ministry in Chili leads to the belief that the new Government will adopt a progressive policy. Zenteno, the new Minister of War, is one of the ablest and most liberal-minded politicians in the country. His ideas and opinions have made him the most prominent member of the Reform Club at Santiago, and he has gained great popularity by his performances in the press and in Congress. The new Minister of the Colonies, M. Enrique Cood, is known for his independent character and his extensive knowledge of international law, which he has studied in France. Both of these Ministers are strongly opposed to any Government interference at elections, and their appointment is regarded as a guarantee that the President intends to maintain the strictest neutrality in the forthcoming election of his successor. If this should be the case, there can be little doubt that the successful candidate will be Mr. MacKenna, the "intendant" of Santiago, although the capital contains more of his opponents than any other town in Chili, as it contains a great number of religious societies which are hostile to him. The United States Minister at Santiago, Mr. Logan, who was selected as arbitrator by the Chilian and Peruvian Republics for settling the difference between them as to the share to be paid by each of the expenses of the war of 1865 against Spain, has communicated his decision to the Governments concerned. He finds that a sum of 476,000 pesos is still due to Chili from Peru, in addition to the 654,000 pesos already paid by the latter country. The recent decision of the Chilian Government to cease paying for the subsistence of immigrants has led to much distress among the Europeans who arrive in the country in the hope of finding a livelihood as colonists. At the beginning of March a number of families, numbering 137 souls, arrived from Bohemia, and found themselves utterly destitute when they landed. The German residents have addressed a petition to the President on behalf of these unfortunate people, who had left their country on the faith of the pledges made to them by the agents of the Chilian Government, and there is reason to believe that the petition will be favourably considered.—*Pall Mall Gazette.*

INDISCREET PATRIOTISM.

A suggestive little Franco-German incident is reported from the neighbourhood of Tours. It appears that the peaceful commune of Montbazon numbers among its inhabitants a German watchmaker named Schwartz, whose patriotism at times goes beyond the bounds of discretion, and who repays the hospitality of the vanquished with base ingratitude. The other day he had the audacity to exhibit in his shop front an engraving representing France giving up her sword to Germany, and bearing the following inscription:—"The wise and learned Germany will one day draw together the whole of Europe, Paris included, under its standard." As soon as the people caught sight of this offensive print there was naturally "violent agitation," to use the words of the reporter, and the gendarmes were sent for. Herr Schwartz in the meantime took the precaution to lock the shop door and skedaddle by the back garden, to escape the rising fury of the assembled yokels, who threatened to make an example of him. The gendarmes on arriving burst open the door, seized the engraving, and made a long perquisition, which resulted, it is said, in the discovery of "most important documents." Here the matter remains for the present. "The inhabitants," adds the reporter, "have since calmed down, and, although very indignant, are resolved to show Germany that they can remain calm and reserved, even under insult. Such is real patriotism!"

MAGNETISM IN RAILWAY RAILS.

We learn from *Appleton's Journal* that M. Heyl, a German railway engineer, has discovered certain facts regarding the development of magnetism in railway rails that may yet prove of great significance either in favour or against certain recent methods of block-signalling. "I have observed," he says, "that all the rails are transformed at their extremities, after they have been placed in position a few days, into powerful magnets, capable of attracting and of retaining a key, or even a heavier piece of metallic iron. These rails preserve their magnetism even after they have been removed, but they lose it gradually." The production of this magnetism is attributed to the friction caused by the passage of trains, and, as suggested above, it may prove of importance to determine whether the flow of regular currents will be effected in any way by this magnetic condition of the rail along which it is proposed to conduct them. The *Journal of the Franklin Institute*, commenting on this fact, also suggests that, should it be proved that these magnetic currents are stronger at the moment of the passage of the trains, the magnetism thus developed may exercise an influence actually beneficial upon the stability of the railway, increasing the adherence of the wheels to the rails. A third interesting problem suggested by this fact is that relating to the influence of this magnetism of the rail upon its physical structure, whether the metal is rendered either more or less tough by this change in its magnetic condition.

A SOCIAL ANOMALY.

Since Seyyid Barghash reached our shores, he must have been astonished at many things. At first he wondered why we do not plant fruit trees instead of elms and beeches in the hedgerows to shade wayfarers from the sun. If it were possible to acquaint his Highness with some of the inner springs connected with our national life, his astonishment would pass all bounds. For instance, there is a philanthropic movement on foot to find employment for our surplus female population in the colonies. The British taxpayer consents to pay pretty handsomely for its advancement. What with contributions from poor-law authorities and School Boards, those who have undertaken the management of this work are enabled to export shiploads of young women, a great part of whom come from the domestic servant class. So far, good, Seyyid Barghash would probably praise our busy benevolence. But what would be his astonishment if informed that the very article we thus sent abroad with reckless prodigality is badly wanted by the very class who pay for its exportation? From all sides arises the cry that domestic servants of fair character and average qualifications are not obtainable in sufficient numbers to meet current demands. Among numerous correspondents, one lady tells an especially piteous tale of how, after beating up all the registry offices in London, she at last had the good fortune to hear of an Irish damsel who was anxious to leave her native land. Having secured this treasure, with a character deposing that she was strictly honest, our correspondent forthwith set Norah to work. Odd to say, she seemed to know nothing about a parlour maid's duties. Never was such an awkward girl seen, especially in the china closet. At last, in a moment of irritation, the mistress asked abruptly what her honest Abigail could really do. Do, indeed! Sure she could cook the potatoes, and as for milking a cow or bringing up a pig, there wasn't a girl in London her equal. Another young woman having accepted the place of cook confidently informed her mistress that "she did not understand plain cooking, and did not wish to learn it;" while a third gave up domestic service and started as a drawing mistress. If the Prince of Zanzibar were made acquainted with facts of this sort, he would surely put English people down as the maddest folks on earth. They send abroad, at considerable cost to their own pockets, the very thing they most want, and keep at home, also at great expense, that which they are most ready to part with.—*Globe.*

WONDERS OF THE MINT.

The Fifth Annual Report of the Deputy Master of the Mint, which has just been published, contains some statistical and historical details of more than usual interest. The mere number and value of the coins sent out into the monetary circulation of the country during a single year is, of itself, an evidence of the extent of our requirements. In 1874 more than twenty-seven millions of separate coins were struck at the Mint, and in the previous year the number amounted to over forty-one millions. It is a little surprising to read that the British coins thus struck come under thirteen different denominations; but the half-crown has been added to the ten which every rustic could name, and silver two-pences and pennies to the amount of rather over eighty pounds were coined as Maundy money. The familiar fourpenny-piece has also taken its place among almost obsolete coins, as only about ninety-eight pounds worth of it were coined, for use, like the silver pence and silver two-pieces, as Maundy money. This Maundy money is we believe a certain distribution made to some old persons on behalf of the Queen on Maundy Thursday, in place of the doles, given out in maunds, or baskets, by all our Sovereigns since Edward III. Half-crowns, which had been discontinued in 1851, have been re-issued since May, 1874, and by the close of the year more than a million and a half of them had been sent into the general circulation of the Kingdom. The issue of the threepenny piece, which is to supersede the fourpenny, continues to be large, some £55,000 having been sent out in those convenient little coins during the year. A good deal more than a quarter of a million in shillings, a hundred thousand pounds in sixpences, and a hundred and sixty thousand pounds in florins, represent the remaining silver coinage of the year. The bronze money issued was about £38,000 in pence, halfpence, and farthings. The gold coinage shows a curious falling off. Fifteen millions were coined into sovereigns and half-sovereigns in 1872, but in 1873 the value was only a little over three millions and a quarter, and last year it was less than a million and a half. Mr. Fremantle, however, accounts for this diminution by the extraordinary amount coined in some previous years, and by the importation of Australian sovereigns, which are now of the same design as those minted in London, and are equally legal tender in the United Kingdom. No less than £1,972,000 of this coined Australian gold was brought home in the year. About two-thirds of the bullion coined consisted of light sovereigns and half-sovereigns sent into the Mint in 1873; it is satisfactory to know that none were sent in during last year. The process of withdrawing the worn, and in the case of the sixpences we may say the worn-out silver coin, resulted in the withdrawal of £115,000 of this currency last year, and of £95,000 the year before. The renewal of the silver money is therefore proceeding with tolerable rapidity. The substitution of the new bronze pence and halfpence for the old clumsy "coppers" is now complete in the United Kingdom, and is proceeding in the colonies. The demand for money of the lower values is spoken of by the Deputy Master of the Mint as "very remarkable." About half a million pounds worth of the old copper was called in, and already nearly a million and a quarter of bronze has been sent out without satisfying the public requirements. Last year over £62,000 was added to the bronze circulation, and the demand went on increasing from month to month.

DESTRUCTION OF THE TYNE BRIDGE AT NEWCASTLE.

The Tyne Bridge at Newcastle was destroyed by fire on the morning of the 10th June with the exception of the stone piers. By the burning of this bridge, which was approaching completion, the work of eight or nine years has been destroyed. An adjoining wooden bridge was in great danger at one time, as was also the famous High-level Bridge, above which the flames rose when the fire was at its fiercest point. The buttresses of this bridge were resorted to by sightseers in order to obtain a good view of the fire, and about midnight one man fell into the Tyne, a height of ninety-five feet, and was killed.

INVASION BY LOCUSTS IN ITALY.

The *Arena* of Verona says:—"An army of locusts has invaded a great extent of country in this neighbourhood, and especially in the meadows of Villafranca. The zone at present infested is between Pozzomoretto, Capello, Ganfardini, Galary, Alpo, and Azzano. In five days the peasants of one commune collected 4,780 kilos. of those insects, which have also found a terrible enemy in the shape of flocks of birds, which seem to have been created for the destruction of this pest. These avengers arrived three days ago in such vast numbers that the walls of the buildings were quite black with them when they alighted. Two of these feathered strangers were caught by Professor Pellegrini, who, after examining them, stated that they belonged to the species called 'pastor roseus.' That race inhabits warm countries, and especially those in which grasshoppers, &c., abound—that is to say, Asia and Africa, always travelling in large flocks, like starlings."

DESTRUCTION OF BRIGANDS IN EPIRUS.

A Larissa correspondent writes on May 27th:—"We have just learned by telegraph from Yanina that the celebrated brigand, Hadji Gomara, has been killed in an encounter with Mehemet Ali Pasha's troops, and that his followers, twelve in number, are now captives in the hands of the General. Hadji Gomara was an old and experienced villain; more feared even than Spano Vangheli, for he was in the habit of murdering his victims on very slight provocation. Not three months ago he slew in cold blood the son of the Cadi (judge) of Argyrocastro, and a fortnight afterwards took the lives of two unhappy merchants, whom he had captured on the high road, and who failed to procure the ransom demanded of them. The roads had become so unsafe, owing to the activity of Hadji Gomara and his band, that they were but little frequented of late, and commerce suffered in consequence."—*Globe.*

WHAT ARE OUR DOCKYARDS FOR?

Permission, we are informed, has been given by the high authorities for the completion of the ironclad first-class man-of-war, *Deutschland*, of the Imperial German navy, in one of our own national dockyards. This is truly polite, if it be not quite politic; and certainly it is not possible to question its generosity. At the same time, there does appear room for doubt as to the strict consistency, to say nothing of the positive propriety, of thus placing our dockyards at the disposal of any foreign power. "Of course we (*Navy*) may be altogether mistaken in our views; but, while we have no objection whatever to English shipbuilders building ships for foreign governments we should prefer to keep our national dockyards exclusively for our own national service. Possibly in this case, after all, the real policy of our government may be to encourage foreign ironclad building, only because ironclads, while enormously costly, are certain to prove hopelessly useless. If so, more than a single answer may be given correctly to the question—"What are our dockyards for?"

RITUALIST REBELLION.

A correspondent sends to the *Pall Mall Gazette* the following description of the proceedings at St. Alban's, Holborn, on Sunday, the 13th ulto:—"While 'Hospital Sunday' was engrossing the attention of the majority of the congregations in London, the attendants at St. Alban's, Holborn, were occupied with what seemed to them a far more serious subject—Sunday, the 13th of June, being the day from which the suspension of the Vicar, the Rev. Alexander Heriot Mackonochie, was to take effect. During the period of his former suspension Mr. Mackonochie, wearing his cassock, but with no priestly vestment, used to occupy a stall in the choir at service-time, and not a few of the strangers who found their way to the church on Sunday expected to see 'the criminal,' as he was termed in the sermon by his colleague and curate, Mr. Stanton, sitting in the same place. Mr. Mackonochie, however, had acted on the advice of his friends and had started on a tour, and the assistant clergy were, therefore, left in charge, no other '*locum tenens*' having been appointed by the Bishop. Within the church no change whatever had been made. The altar ledges bore their wonted festal array of lights and flowers, including the six great candles lighted at morning prayer, the symbolism of which Mr. Mackonochie's counsel found it so difficult to explain at the recent trial. Above the altar was the cross, and the whole arrangement bore, in fact, that marvellous similitude to the Roman altar which renders it almost impossible for an unpractised observer to detect the difference. Nor was there any variation in the ceremonial. The congregation, perhaps crossed themselves rather more frequently than usual; but the priests, wearing their gorgeous green vestments, simply fulfilled their ordinary round of observances, the elaboration of which is so great that even by way of protest against a Privy Council judgment or an Arches' Court decision it would be impossible to increase it. The sign of the cross in the air towards the congregation, which Sir Robert Phillimore so naturally declared could not be excused as an act of private devotion on the part of the priest, was made as the eucharistic elements were delivered to the communicants, and the celebrant solemnly made the same demonstration in giving the blessing. The interdicted hymn 'Agnus Dei' was sung, and the 'Benedictus qui venit' and 'O salutaris hostia' which are so familiar in the Roman office, were introduced as usual. The service, in fact, was such a genuine imitation of that which is celebrated at the pro-Cathedral or St. George's, Southwark, that it would be almost impossible to draw the line between them, except that the genuflexions are more numerous at St. Alban's. The sermon or address which formed a part of the function it is difficult to characterize without risk of giving offence. Although founded on a text, it was in effect an exhortation to 'abominate' and 'execrate' all who were concerned in the suspension of Mr. Mackonochie, who, in his turn, was held up to the honour and admiration of all faithful hearts. His persecutors were termed 'miscreants,' and were likened to boys beating and stoning a dog, while his 'right reverend fathers in God' were set forth as consenting parties to this cruelty to animals. The Established Church, which was spoken of with a sneer as being anything but 'God's granary,' was asserted to have fallen into Protestant hands, and, in a word, no language was too strong to express Mr. Stanton's contempt for authority or too fiery to incite his hearers to rebellion. Nor was the evening service of a milder type. Mr. Russell, indeed, took higher ground when he treated the suspension as an insult to the 'Sacrament of the Altar' in the person of the 'devoted priest;' but he compared the Establishment to something worse than a granary when, borrowing an expression of Coleridge's, he spoke of it as a dunghill used as a hotbed for the growth of luxuries, the proximity of which to the 'parlour window' of the congregation was becoming unbearable. He, too, raised the red flag, although he left it to the people to bear it whither they would, simply remarking that they must not submit to what had been termed 'an abortion of justice.' Urging his flock to imitate the anti-Corn Law agitators, Mr. Russell did his best to raise the spirits and the feelings of the congregation, and there was a decidedly warlike ring in the final hymn, so well known as expressing the 'Romanists' intention to re-convert England, the burden of each verse of which runs:—

'Faith of our fathers, holy faith,
We will be true to thee till death.'

The singing of this 'Catholic canticle' to the popular Oratorian tune closed a day which, memorable as it was to those chiefly concerned, can scarcely fail, also to be memorable in the history of the Anglican Communion; for if Bishop Jackson allows such language to be openly, calmly and defiantly used on the very day on which a solemnly-pronounced judgment has been as openly, calmly, and defiantly set at nought, he will undoubtedly assist in the disintegration of the Establishment. Truly, as Mr. Stanton said, although Mr. Mackonochie was not there, his 'spirit' was."

AN ANGLO-RUSSIAN ALLIANCE.

A remarkable article appears in the *Golos* of St. Petersburg warmly advocating an Anglo-Russian alliance as the best guarantee for European peace. "The late war alarms," says the writer, "were based on very solid grounds. Opinions which prevail in the higher spheres of society sometimes have a more or less powerful influence on the proceedings of the Government; and it might easily have happened that the German Government, under the influence of these opinions, would have been driven to think of a new war with France. At the present moment, thanks to the friendly counsels of Russia and England, in presence of which the Government of the Emperor William could not remain indifferent, this danger has been removed. But the question remains, What guarantee has Europe for the future against possible impulses such as those which we have recently witnessed? The late misunderstandings between Germany and France have put our friendly alliance with our nearest Western neighbours to a certain test. If Russia had approved of the views which it is clear have openly been expressed in higher circles at Berlin, the German regiments would at this moment, without the slightest doubt, have been preparing for an invasion of France. But, we shall be told, Russia has not approved of these views; England has joined in her disapproval, . . . and the cause of peace is gaining the upper hand. But who can say how long peaceful feelings will be predominant at Berlin? . . . Here lies the chief danger to European peace. It is indisputable that now no war can take place in Europe without either the participation or the permission of Germany; but it is equally true that Germany may find it necessary to make war sooner than any other European State, that her position is such as to make her the most warlike State in the world, and that, consequently, a disturbance of European peace is chiefly to be feared from her side. . . . As for the alliance of the three Emperors, it certainly affords an excellent guarantee for the maintenance of peace by all the powers who do not belong to that alliance; . . . but does it secure Europe against warlike projects which might be entertained by one of the allies themselves? Russia cannot have the slightest ground to wish to make war against any one, and it may be safely said that if such views were entertained in the society of St. Petersburg as those which were expressed at Berlin, no one would pay any attention to them. Austro-Hungary, too, cannot think of attacking any one. But, as is now well known, warlike designs are far from being unfamiliar to persons in high positions in German society; and it is doubtful, first, how long the German Government will be able to oppose these designs; and, secondly, whether the alliance of the three Emperors will be able to bear another test." On the other hand (proceeds the *Golos*), "there are two States which are the natural guardians of European peace, and whose united and spontaneous efforts to avert the late dangers of war have been received with universal sympathy and approval. Neither Russia nor England has the slightest interest in keeping Europe in constant suspense between the fear of war and the hope of peace; all that they desire is to retain what they have got." English statesmen and politicians, thinks the *Golos*, "must be well aware how powerfully the interests of their country are linked with those of Russia, and what extraordinary importance the policy of England might acquire if she proceeded hand in hand with Russia. . . . Nothing is more flattering, on the other hand, to the Russian people than to see their country exercising a mighty influence in Europe; but it can only possess such an influence when it acts together with other States." From this the writer draws the conclusion that England should be selected by Russia as her ally. To such an alliance there is but one obstacle—the suspicion that Russia has designs on India. But the *Golos* believes that this suspicion is now disappearing from the minds of English politicians. "We are convinced," it says, "that we are not the enemies of the English in Asia, and that we may be their friends, if they will only believe in the sincerity of our friendship, and not raise up difficulties. If they could only be persuaded that an extension of the Russian dominion in Central Asia up to the summit (*sic*) of the snow mountains which divide it from India would strengthen the English rule in India and free them for ever from the dread of insurrections, the great problem would be solved, and the two nations would assist each other to enlarge the spheres of each other's influence. . . . England is probably as little desirous as Russia of conquests on the shores of the Bosphorus, the Sea of Marmora, and the Archipelago. Let them remain to those who have the most right to possess them; all that Russia and England require is to have the Bosphorus and the Dardanelles open to their ships."

EXCITING SCENES ON THE PARIS BOURSE.

Nothing can be more curious (says the Paris correspondent of the *Globe*) than a visit to the temple of finance in the Rue Vivienne, between one and two in the afternoon. The Place de la Bourse is crowded with carriages and cabs of every description, the steps of the building and the gardens round it are thronged with people; every class of society is represented, the man in the blue blouse jostles the "swell" or stands haggling with the black-coated jobber, whose huge portfolio suffers from a plethora of stock and shares. The scene inside the Bourse is even more interesting. The vast hall is filled, brokers' clerks are busy booking orders, a perfect Babel of voices shouting in language only to be understood by the initiated the prices of different securities, and notifying the changes in the market as each sale or purchase affects the quotations. Men elbow each other, writhe in and out the crowd, and one must be on business thoughts intent to have sufficient patience to make an attempt to get to the famous *corbeille*, or kind of circular iron cage, in which the *agents-de-change*, or sworn brokers, stand buying and selling among each other according to the orders they are receiving each moment from their clerks, who are busy outside among the "bulls" and "bears." "Fives at three-fifty I'll buy," yells a man in deafening tones, and he is speedily accommodated by another man who books the bet, or transaction, as you like; for the stock will never be delivered, and the difference will only be settled at the end of the month, when the buyer will have to receive or pay a certain sum according to the fluctuations of Five per Cents, he has purchased at a hundred and three francs fifty centimes. Leaving the inside of the building, the steps outside are equally animated. Some of the well-known jobbers have taken chairs and sit with their books on their knee, cigar in hand, conversing with a number of the smaller fry, or with customers. Here you may see the "swell" the *boulevardier*, or the clubman, or even the turfite, who finds as much excitement in laying against a rise or fall in the market as he does in laying against the horses at Longchamps or Chantilly. Men of fashion do not disdain to come down to the Rue Vivienne and try their luck at stocks and shares. Women are not allowed inside the Bourse, and police regulations forbid them to deal openly in stocks and shares in public, but these prohibitions do not prevent the fair sex from taking part in the race for wealth. Under the trees, on benches, may be seen old women knitting or sewing, their feet resting on a reticule stuffed with bonds and securities. They are anxious to sell; they each have their own clients. Wrinkled old bags, as impassive as the Fates, knit or sew as they buy and sell among each other, handing over rolls of paper and sacks of money—their long, skinny fingers clutching the spoils—blinking in the sun as they hear the money chink. Other women, younger and fairer, sit hidden behind the thick silken blinds in their *coupés*, which have been drawn up on the shady side of some quiet street in proximity to the Bourse. Actresses, ladies of the *grand* and *demi-monde*, are equally under the dominion of the demon of play. Rumour can tell how the Countess de——— pawned the family jewels to pay her losses on the Bourse, how she imperilled the heritage of her children, and how she was at last lucky enough to land safely, and win back all she had lost. Rumour can also tell how little——, so well known at the Varietes, has netted a small fortune by her operations on the Exchange owing to her having sold her diamonds and bought some stock, which trebled in value in less than a month. No one would think these *coupés* were tenanted, but from time to time some dapper broker's clerk, his hand full of papers, runs up to the side of one of them, taps discreetly and in some particular manner against the glass, the window is lowered, a veiled face is seen, a gloved hand clutches the paper, which is anxiously read, a few hurried words are exchanged, the window is again drawn up, and the clerk rushes back with the order to buy or sell to his employer. Some of the brokers have been hit very badly of late by customers who refuse to pay their differences.

THE SAMOAN OUTRAGE.

We hear that Captain Simpson, of Her Majesty's ship *Blanche*, who was despatched to Samoa to inquire into the bad treatment suffered by British subjects at the hands of the natives, has settled the matter satisfactorily, and enforced the claims made against them without any recourse to force.—*Globe*.

DECISION OF A RUSSIAN CONSULAR COURT.

Constantinople, June 10th.

A decision of great importance to the Shipping community has just been given in the Russian Consular Court in this city. Summed up in a few words, its effect is, that an English ship moored to one of the buoys where she may have been stationed by the harbour authorities is bound to get out of the way of a Russian steamer entering the port of Constantinople. One of the conclusions in the judgment is, that a strong northerly wind and current down the Bosphorus,—which, within the knowledge of every child knowing the Bosphorus, is a constant occurrence—constitutes *force majeure*. We venture to say that a more remarkable decision has seldom been given in a Court of Justice, and it is hardly to be wondered at that notice of appeal has been given!—*Levant Herald*.

A PLUCKY LADY.

A letter from Masuri in the *Bombay Statesman* says: As an incident we very seldom hear of, I must not, in my closing para., omit to mention what a brave-hearted woman did a few days ago. Captain H., a retired officer of one of the Bengal Cavalry Regiments, and one who saw a good deal of service as his uncle's staff during the mutiny, has a small estate up here. On his grounds there is good shooting to be had, and I may add he is most jealously careful that no one poaches there. He has a natural *shouk* for *shikar* and all the other ramifications belonging to the likes of a sportsman. *Revenons à nos moutons*—a leopard pulled down and feasted on one of his cattle which were feeding on the hill side. He allowed the kill to remain, in order to polish off spots when he came for his second course. But when spots returned to finish his game, Captain H. happened to be out. It was night, but not at all daunted, Mrs. H., with *her* rifle, went down the khud, and polished off spots. I hear Mrs. H., who by the way has some of the proud blood of an Indian Grandee in her, has before this rendered a good account of larger game in the way of stripes's carcasses. All honour to such a woman, who, whilst she can fearlessly pull the rifle trigger at dangerous game, can perform the offices of her household as becomes the character of a good wife and fond mother.

A CAPTAIN'S CLEVER WIFE.

A striking illustration of woman's capabilities in the seafaring line is afforded by the case of the barque *Rebecca Crowell*, which left New York on March 6th for Buenos Ayres, but became disabled during a severe gale three days after leaving. Several of the spars and sails were carried away, and the captain and first mate were injured to such an extent that they were confined to their berths throughout the rest of the voyage, and rendered incapable of managing the vessel. There was no other person on board except the captain's wife who understood navigation, and she undertook the task of conducting the barque to its point of destination. The second mate was a young man 20 years old, able to take the helm, but ignorant of the process of making observations. The captain's wife therefore, assumed the command of the vessel, took observations, ascertained the latitude and longitude, maintained her place on the bridge, and directed the course of the vessel. After exercising control for 58 days, during which the vessel encountered violent gales and shipped heavy seas, she conducted the vessel with its valuable cargo safely into the port of Buenos Ayres. In this actual impersonation of "the sweet little angel that sits up aloft to keep watch for the life of poor Jack," the captain of the *Rebecca Crowell* has indeed been fortunate in his matrimonial venture.

A LANDSLIP IN THE VALLEY OF THE UPPER SALZACH.

A considerable and dangerous landslip has occurred between Hend and Taxenbach, in the valley of the Upper Salzach, where the railway from Salzburg to the Tyrol is in course of construction. As those who have visited the baths of Gastein may remember, soon after leaving St. Johann, where the road into Carinthia bifurcates, the Salzach, turning westward, enters a narrow defile, which continues more or less to Hend, where the road turns up a side valley to Gastein, and beyond it to Taxenbach. The formation is a friable clay slate, and already on the old road continual slips occurred. In order to evade the most dangerous points the railway line was carried over three bridges, and through a number of tunnels. Between Hend and Taxenbach is one of these tunnels, 165 metres long, through the Unterstein, popularly called the "Nose." It is carried under the high road, which has proved, in spite of all efforts to steady it, so insecure that it was abandoned. It is in and about this tunnel that the mountain has begun to move. A portion of the tunnel was crushed and slips several hundred yards in length and height appeared. The road was at once closed, so that no accident has occurred hitherto, but the slips still continue, and the danger is that the mountain *débris* should roll down into the Salzach, blocking it, as occurred before towards the end of the last century, when there was slip on the other side, causing great inundations in the upper valley. Several engineers have been sent down to give advice and direct the works which may serve to prevent further casualties.

COMMERCIAL INTELLIGENCE.

27TH JULY, EVENING.

New Patna $575 cash a chest, sales amount to about 25 chests, stock 795 chests; Benares $565 cash, nothing has been done, stock 95 chests. No change in other kinds.

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Documentary Bills, at 6 months' sight 4/1½
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ON CALCUTTA.—Bank, on demand 223
ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight 73

SHARES.

Hongkong and Shanghai Bank Shares.—$27 per cent. discount.
Union Insurance Society of Canton, new shares —$50 per share premium.
China Traders' Insurance Company's Shares—$775 per share.
China and Japan Marine Insurance—Tls. 90 per share.
Chinese Insurance Company.—$200 per share.
Hongkong Fire Insurance Company's Shares—$487½ per share.
China Fire Insurance Company's Shares—$134 per share.
Victoria Fire Insurance Company's Shares—$162 per share.
Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—20 per cent. discount, ex dividend.
Shanghai Steam Navigation Company—Tls. 65 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per cent. discount.

SALES ON JULY 27TH, 1875.
As reported by Chinese.

Black Pepper, 200 bags, at $10.20, by Wing-wo to travelling trader.
American Flour, 100 lbs., 300 bags, at $2.95, by Kwong-ying-chong to local trader.
White Pepper, 16 bags, at $16.90, by Shun-chong to travelling trader.
China Root, 100 piculs, at $2.65, by Yue-hing to local trader.
Vermicelli, 50 bags, at $6.50, by Chun-chong-wing to travelling trader.
Mushrooms, 6 cases, at $56.00, by Hang-tai to travelling trader.
White Sugar, 200 bags, at $5.75, by Chun-tack-cheung to local trader.
Black Sessamum, 140 bags, at Tls. 2.2.0.0, by Yue-hing to travelling trader.
Brown Sugar, 100 bags, at $3.25, by Yue-hing to travelling trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SUEZ CANAL	Prinz (str.)			Butterfield & Swire	On or about 7th prox.
Do.	St. Andrew's Castle	Malcolm	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Osaka	Lowe	Whampoa	A. McG. Heaton	Quick despatch.
NEW YORK	Faith	D. Lloyd	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO	Matilda	Carver	Hongkong	Rozario & Co.	Quick despatch.
Do.	Messenger	Gilkey	Hongkong	Rozario & Co.	Quick despatch.
Do.	Conquest	Small	Hongkong	Rozario & Co.	Quick despatch.
Do. via YOKOHAMA	City of Tokio (str.)			P. M. S. S. Co.	On 16th prox., at 3 P.M.
Do. Do.	Gaelic (str.)		Hongkong	O. & O. S. Co.	On 2nd prox., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Gwalior (str.)	Haselwood		P. & O. S. N. Co.	On 31st inst., at noon.
Do. BRISBANE, &c.	Brisbane (str.)	Balfour	Hongkong	Gibb, Livingston & Co.	On 11th prox., at noon.
Do. AND PENANG	Japan (str.)	Miller	Hongkong	David Sassoon, Sons & Co.	To-morrow, at 3 P.M.
BOMBAY, BANDARABBAS, &c.	Killarney	H. O'Neill	Hongkong	Haji Ali Asgar & H. Esmail	Quick despatch.
BANGKOK	Danube (str.)	Clanchy	Hongkong	Yuen Fat Hong	On 30th inst., at 4 P.M.
SAIGON	Ganga (str.)	J. G. Piton		Socy Shing	Quick despatch
MANILA	Nuevo Constante	Uriarte	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Malwa (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Ulysses (str.)			Butterfield & Swire	On or about 5th prox.
Do.	Menelaus (str.)			Butterfield & Swire	On or about 1st prox.
SWATOW, AMOY & FOOCHOW	Douglas (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	On 1st prox., at 10 A.M.

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JUST RECEIVED.

GENTLEMEN'S FRENCH BOOTS.
PERFUME, from ED. PINAUD & Co.
SILK UMBRELLAS.
Double FOWLING-PIECES.
REVOLVERS.
DE SAINT MARCEAUX & CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, &c., &c., &c.
L. THEVENIN,
Temporary Address,
HOTEL DE L'UNIVERS.
1104 Hongkong, 15th July, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—
Quarts .... $15 per case (1 dozen.)
Pints .... $16 " " (2 ")
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

FOR SALE.

SUPERIOR PORT WINE,
TINTO,
MOSCATEL,
SHERRY (Dry),
MALAGA,
in Quarter Casks, and
BORDEAUX, in Casks.
Apply to
REMEDIOS & Co.
tf 603 Hongkong, 20th April, 1875.

FOR SALE.

CHAMPAGNE:—Very Superior Dry, ROPER FRERES & Co., Epernay, CARTE BLANCHE, in Quarts and Pints.
CLARET:—
Very Superior CHATEAUX LA ROSE.
Superior CHATEAUX LA GRANGE.
T. G. LINSTEAD.
319 Hongkong, 24th February, 1875.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown — CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

ESTABLISHED IN 1820.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all Information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

炭 煤 記 榮
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

Vessels on the Berth.

FOR SINGAPORE AND PENANG.
THE British Steamship
"JAPAN,"
Captain Miller, will leave this for the above Ports TO-MORROW, the 29th inst., at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
41 1146 Hongkong, 26th July, 1875.

FOR BANGKOK.
THE Steamship
"DANUBE,"
Captain Clanchy, will be despatched for the above Port on FRIDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
YUEN FAT HONG.
5d 1151 Hongkong, 26th July, 1875.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain Burnie, will be despatched for the above Ports on SUNDAY, the 1st prox., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
5d 1156 Hongkong, 27th July, 1875.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.
(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY, *to land Mails and Passengers.)*
THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE"
Captain Balfour, will be despatched as above on WEDNESDAY, the 11th August, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
20d 1138 Hongkong, 23rd July, 1875.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"MALACCA"
will leave for the above place shortly after the arrival of the *Malwa* with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 20th July, 1875. [1122

STEAM TO SHANGHAI.
(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"MALWA,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 20th July, 1875. [1123

FOR BOMBAY, BANDARABBAS, AND BUSHEB,
Calling at SINGAPORE *and* PENANG *if inducement offer.*
THE A 1 Steamship
"KILLARNEY,"
Captain H. O'Neill, will have quick despatch for the above Ports.
For Freight or Passage, apply to
HAJI ALI ASGAR & HAJI ESMAIL.
1106 Hongkong, 15th July, 1875.

FOR NEW YORK.
THE A 1 13 years British Bark
"FAITH,"
D. Lloyd, Master, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1095 Hongkong, 13th July, 1875.

FOR MANILA.
THE Spanish Brig
"NUEVO CONSTANTE,"
Captain Uriarte, will have immediate despatch as above.
For Freight, apply to
REMEDIOS & Co.
1082 Hongkong, 10th July, 1875.

FOR SAN FRANCISCO.
THE A 1 American Clipper Barque
"CONQUEST,"
Captain Small. For Freight, apply to
ROZARIO & Co.
1071 Hongkong, 8th July, 1875.

FOR SAN FRANCISCO.
THE following A 1 American Clipper Ships, having the greater portion of their Cargo engaged, will have immediate despatch for the above Port:—
The "MATILDA,"
Captain Carver.
The "MESSENGER,"
Captain Gilkey.
For Freight, apply to
ROZARIO & Co.
952 Hongkong, 21st June, 1875.

FOR LONDON.
THE A 1 British Barque
"OSAKA,"
Lowe, Master, will load a General Cargo here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON.
tf 924 Hongkong, 14th June, 1875.

FOR LONDON.
To follow the "Denbighshire."
THE A 1 British Barque
"ST. ANDREW'S CASTLE,"
Malcolm, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON
OR
DEACON & Co.,
Canton and Macao.
tf 862 Hongkong, 4th June, 1875.

FOR FREIGHT OR CHARTER.
THE Steamer
"SCOTLAND,"
Captain James. Apply to
TURNER & Co.,
Agents.
1157 Hongkong, 27th July, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY).
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Vessels on the Berth.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GWALIOR*," Captain HASELWOOD, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 31st July, at Noon, proceeding to Southampton and London *via* Suez Canal.

Cargo will be received on board until Noon. Specie and Parcels at the office until 2 P.M. on the 30th July.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 22nd July, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND
ATLANTIC STEAMERS.

THE S. S. *GAELIC* will be despatched for San Francisco, *via* Yokohama, on MONDAY, the 2nd August, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 1st proximo. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, July 10th, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, *via* Yokohama, on MONDAY, the 16th August, at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, *via* the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 15th proximo. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, July 15th, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

NOTICE.

THE Undersigned begs to direct the attention of the Public to his Superior WASHING MACHINE, which his employé has just brought to Hongkong from San Francisco, and with which he undertakes to WASH CLOTHES at a Moderate Price. By the use of this Machine Clothes will be washed without injury, and will not be destroyed by being beaten on the rocks, as is frequently the case when washed by the old method. The Undersigned solicits the Public to patronize him.
SZ YIK.
Queen's Road, Wanchi, No. 293.
1m 1086 Hongkong, 12th July, 1875.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close

For Singapore and Penang.—Per *Japan*, to-morrow, the 29th inst., at 2.30 P.M.

For Bangkok.—Per *Danube*, on Friday, the 30th inst., at 3.30 P.M.

For Yokohama and the United States.—Per *Gaelic*, on Monday, the 2nd August, at 2.30 P.M.

For Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per *Brisbane*, on Wednesday, the 11th August, at 11.30 A.M.

The *Malwa*, with the next English Mail, having left Singapore an hour before the *Venetia*, with the Hongkong Marine Sorter on board, arrived there, it unfortunately happens that the Mail will arrive unsorted, and will not be delivered until from two to three hours after being landed.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 24th July, 1875.

MAILS BY THE "*ENGLISH PACKET*."

The English Contract Packet "*GWALIOR*" will be despatched with the Mails for Europe, &c., on SATURDAY, the 31st July.

The following will be the hours of closing the Mails, &c.:—

July 30th,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.

July 31st,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi* or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 22nd July, 1875.

MAILS BY THE "*UNITED STATES' PACKET*."

The United States' Mail Packet "*CITY OF TOKIO*" will be dispatched on MONDAY, the 16th August, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States, and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents, in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per "*CITY OF TOKIO*," and that addressed to the United Kingdom must be superscribed "*viâ San Francisco*."

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 16th July, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.

Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.

This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	LETTERS.	NEWSPAPERS.	BOOKS.
	Cents.	*Cents.*	*Cents.*
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 " ½ oz.	—	—
Peru, Chili, &c.	22 " ½ oz.	—	10 per 4 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 12th July, 1875.

Correspondence for New Zealand viâ Torres Straits.

A considerable amount of Correspondence being received directed to New Zealand *viâ Torres Straits* it is notified that the New Zealand Post Office has declined to receive Mails by that route, hence there is no alternative but to forward such Correspondence *viâ* Galle.

Persons who are anxious to avail themselves of the Torres Straits Steamers to communicate with New Zealand should address their letters, &c., to the care of an Agent at Sydney.

ALFRED LISTER,
Acting Postmaster General.
General Post Office, Hongkong.

It is hereby notified for general information that, the Postage (which must be paid in advance) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded viâ Brindisi .... 42 cents each half-ounce
When forwarded viâ Marseilles .... 36 cents each half-ounce
When forwarded viâ Southampton ...... 28 cents each half-ounce

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid

For each ¼ ounce

The rate of postage chargeable on Letters addressed to France per French Packet is .... 12 cents.
Per British Packet when marked viâ Brindisi .... 18 "
Per British Packet when marked viâ Alexandria and Marseilles .... 12 "

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet viâ Brindisi.

F. W. MITCHELL
Postmaster General.
General Post Office, Hongkong.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the Privilege of sending such articles through the post at the rates of postage applicable to them is restricted to *bonâ fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz.:—

For a packet not exceeding 1 ounce in weight .... 2 cents
For a packet above 1 ounce not exceeding 2 ounces .... 4 "
For a packet above 2 ounces not exceeding 4 ounces .... 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Extracts.

IMPROVISATIONS.

BY BAYARD TAYLOR.

The rose of your cheek is precious;
Your eyes are warmer than wine;
You catch men's souls in the meshes
Of curls that ripple and shine—
But oh! not mine.

Your lips are sweet persuasion;
Your bosom a sleeping sea;
Your voice with its fond evasion,
Is a call and a charm to me;
But I am free!

As the white moon lifts the waters,
You lift the passions, and lead;
As a chieftainess proud with slaughters,
You smile on the hearts that bleed:
I see and heed!

— SONG.

BY PAUL H. HAYNE.

O! to be
By the sea, the sea!
While a brave Nor'wester's blowing,
With a swirl on the lea,
Of cloud-foam free,
And a spring-tide deeply flowing!
With the low moon red and large,
O'er the flushed horizon's marge,
And a little pink hand in mine,
On the sands in the long moonshine!

O! to be
By the sea, the sea!
With the wind fall west and dying,
With a single star,
O'er the misty bar,
And the dim waves dreamily sighing!
O! to be there, but there!
With my sweet Love nestling near!
Near, near, till her heart-throbs blend with mine,
Through the balmy hush of the night's decline,
On the glimmering beach, in the soft star-shine!

BALLAD POETRY.

The ballad is a lyrical narrative, and the tale told in it, sometimes humorous and lively, but far oftener tragical, is of a direct character and appeals to popular sentiment. The singer, or the reciter (and we must remember that all the old ballads were recited or sung long years before they appeared in print), deals with the primary feelings of the race, with the passions, hopes, and fears in which all can more or less sympathise. Everybody can understand a ballad, and everybody whose taste has not been perverted by training in a false school will enjoy it. The roughness and coarseness—and worse still the repetition and prolixity-sins common to ballad-mongers—will be tolerated for the sake of the genuine feeling of the singer. The old ballad is the simplest style of poetry we possess, and the charm of it to modern ears lies in its directness, its pathos, its arch quaintness of expression, in the occasional sweetness of the music, in the manly strength of the thought. It has been said that the ballad is the true spring-head of history; with greater truth it may be said that it is the source from which spring the Drama and the Epic, and it is impossible to study the works of the great English poets without seeing how much they stand indebted to their predecessors the balladists. It is curious to note how recently the ballads of which we are now so proud came to be regarded as things of worth that merited preservation in a printed form. Many of the ballads of Denmark were collected towards the close of the sixteenth century; the larger number of English ballads lived on without the security of print until the middle of the eighteenth century. That was the age of brilliant satire, of town poetry written by town wits: an age in which polish of expression and an epigrammatic turn of thought were esteemed more highly than the impassioned utterance of natural feeling. The literary fare provided was so richly spiced and so daintily served that men turned with indifference, or even with disgust, from homely food served upon plain trenchers. Addison, whose sagacity preserved him (excepting in his own poetry) from the critical errors of the period, ventured indeed to comment on and to praise the fine ballads of "Chevy Chase" and the "Babes in the Wood," and got laughed at for his pains. Dr. Johnson, who at a later period of the century gave laws to the poetasters of the age, spared no opportunity, as Boswell tells us, to decry the old ballads generally. Bishop Percy, between whom and Johnson, by the way, there was ever a warm friendship, had too fine a perception of the charm of ballad poetry to have his faith greatly injured by the current belief; but there are indications that even Percy, exquisite though his taste was, did sometimes yield to the pressure of his critical opponents. Nevertheless the work done by Percy is of inestimable value. Not only did he himself possess a genius for this kind of poetry superior in Wordsworth's judgment to that of any other man by whom in modern times it has been cultivated, but he was the first to bring together in a readable form the finest of our English ballads. The result was far more splendid than Percy could have anticipated. Slowly but surely the "Reliques" produced a revolution in English poetry, and the effect of the work upon Coleridge, Wordsworth, and Scott was so great that it is scarcely an exaggeration to call Percy their poetical father.—*Cornhill Magazine.*

TRAVELS IN SIKKIM.

We are indebted to a gentleman, at present travelling in Sikkim, for the subjoined interesting account of his adventures in ascending to the Donkia Pass, which is, we believe, one of the highest, if not the very highest, in the world.

"In thirteen marches from Darjeeling I arrived at the village of Lachoong, altitude 8,600 ft., the highest inhabited place in the valley which bears its name. Up to within one march of this place the journey had been most trying: the perpetual rain, heat, leeches mosquitoes, peepsas, venomous midges, and other insects in the valley of the Teesta made life a burden. At Lachoong, however, a temperate climate was reached, and the abovenamed worries ceased to trouble.

I left the village on the 12th of May, and began the ascent to the sources of the Teesta. At an altitude of 10,600ft., I passed the plain of Singbah, and who shall describe the glory of the Rhododendron forests at this spot?—Nature's own gardening, unpolluted by the hand of man! At this elevation the season was not advanced beyond the first blush of spring, the ground was carpeted luxuriantly with purple primroses, while the Rhododendron forest, which covered thousands of acres, was one blaze of brilliant and diversified colours, crimson, scarlet and purple, vied with yellow, orange, lilac, mauve, and white, as if each tried to gain the mastery over its rivals. The flowers varied as much in size as in hue, the smallest being equal to a rosebud, the largest as big as a man's head.

Further up the valley at Yeumtong (a summer cattle station), altitude 12,000ft., winter was giving tokens of its departure, while at Momay Samdong, altitude 15,000ft., it still reigned supreme.

From this, the highest Yak grazing station in Sikkim, I was tempted on the 16th of May (the morning being bright and without a cloud in the sky) to try the ascent of the Donkia Pass, distant 12 miles, altitude 18,466ft.

It was a foolhardy proceeding at this season of the year, especially as there had been an exceptionally heavy fall of snow in the Lachoong Valley last winter, and I had been warned by the villagers, not only of its impracticability, but of the danger of the attempt. Started at 5.30 a.m., temperature 19° Farenheit, with the ground frozen sufficiently to bear a man's weight. Forded the Lachoong River at 1½ miles, the water bitterly cold, and the rocks in its bed encrusted with two inches of ice; then for the next 5 miles proceeded along vast snowfields. At the fourth mile the valley widened out, and became pretty level; at 7 miles I halted 20 minutes to take a hurried sketch, altitude 17,000 ft. I had taken three men with me, two gun bearers, and a Lepcha coolie carrying a provision basket. At 17,500 ft., two of the men knocked up and could not proceed a step further; so I told them to remain where they were, and await my return.

I still continued the ascent, accompanied by one gun-bearer; it was now getting very fatiguing work, as the snow was melting, and both of us were frequently struggling up to our waists in snow drifts. At 18,000ft. I got a fine view of the Pass, and sat down for a quarter of an hour in the snow, to take a rough pencil sketch. At 18,200ft. the rarefaction of the air began to tell. I felt as if my head were splitting and was quite prostrated: I was inclined to give in and return, but my plucky gun-bearer, though suffering from excruciating headache, was game to go on, so I still struggled upwards with him.

Just below the Pass there was a very steep ascent, and this nearly killed both of us. At this point the weather changed: gusts of biting cold wind came up from the south and numbed us. When within 5 yards of the top of the Pass, I nearly succumbed; lying down I gasped for breath, utterly done: after resting for 10 minutes, I accomplished the last few paces, and looking down the other side got a hazy view of the Thibetan plains. 1,500ft. below were the Cholamoo Lakes, frozen, and covered with a sheet of snow; the whole country was ice-bound, and there was no chance of sport—there so early in the year. I was told a Chinese guard would stop my further progress at the top of the Pass, but there was nobody there, and I might have descended to Cholamoo if I liked.

After stopping at the top of the pass for a quarter of an hour, I descended towards Momay Samdong. The weather now became very bad, it blew a furious gale, and the snow and sleet were driven against our faces like small shot. It was impossible to keep our eyes open to see where we were going, our old footmarks had been obliterated by the fresh-fallen snow, and we could not see ten yards around us. In this predicament we lost our way, but happened by good luck to come across a frozen lake, which I had noted as a landmark on the way up; from this we descended to where the two men had been laid up. The storm now was at its worst: the men were thoroughly alarmed, and so was I, but I did not like to acknowledge it. One of the gun-bearers having gone in advance some twenty yards was lost sight of, his absence was not remarked for half an hour, and we thought he was lost; but by means of whistling and hallooing we at last got a response. It appears he had struck the right road, while we had been working towards the great glacier that comes down from Forked Donkia: a curious shaped peak, just visible from Darjeeling.

Had we proceeded much further in this wrong direction, the three of us must have inevitably perished, for darkness would have overtaken us before we could have found the right track, and that meant being frozen to death to a certainty. As it was, I feared that we should be frostbitten; had we stood still for ten minutes I have no doubt that we should have lost at least our fingers and toes. In spite of the violent exercise we were taking, struggling frantically through the soft deep snow, the blood refused to circulate to our extremities, and our hands and feet were without feeling from the extreme cold.

We floundered along as best we could, and again lost the track, there being nothing to guide us. Our position was now most serious, the faces of my three attendants were pallid with fear, for they knew the danger. I led off to the right, hoping to come across some landmark, and had gone but a few paces when I disappeared suddenly in a deep snowdrift, one of the men, who was following a yard behind, blundered in on the top of me, the two others luckily stopped in time. It was only after the most desperate exertions that we were extricated. I was perfectly exhausted, and lay down in the snow to recover my breath; for at these high elevations the least exertion makes one pant terribly, and the lungs dilate as if they would burst, causing acute pain in the chest.

I now thought of travellers benighted in the Swiss Alps and of their rescue by St. Bernard dogs. Oh! how I wished there were some in the Lachoong Valley that would find and lead us to a place of shelter; my mind wandered, and I conjured up all kinds of impossible aid. A faint, very faint, gleam of hope was left, that the servants and coolies at Momay Samdong, thinking of our peril, might come to help us, but of the two (that is dogs and servants), I should have been least surprised if the former had turned up! In our extremity Nature pitied: for a minute or two the storm lulled, and a gleam of light from the parted clouds showed us our position, the track was close, and we had accomplished 5 miles from the Pass, the remaining 7 being well defined.

The scene that met the eye during this short interval of light baffles description; 6,000 feet above us towered the grand peak of Porohunry, frowning in grim majesty at us pigmy mortals struggling below; a huge turquoise coloured glacier, above, threatening to roll down and crush us; sombre precipices with deep superincumbent beds of snow bearded with gigantic icicles; immediately around us an extensive undulating field of snow, and immense moraines whose rocks were frosted as by a magician's art, made up a landscape that can never be effaced from the memory.

All danger was now over, although the snow fell heavier, and the wind blew fiercer than ever, for the Teesta River had here emerged from its silent bed of ice, and rippled along with a gentle murmur, which, as we descended, became much louder. Thus we were guided by the ear alone, and could have without fail reached our destination in the darkest night. We hurried on as fast as possible, and arrived at Momay Samdong just as it was dark.

Our destination was a miserable stone hovel that freely let in wind and snow, whose floor was crusted six inches deep with hard green ice, on which my bedding had been placed, fuel, too, was very scarce, for we were 7 miles above the limit of tree vegetation; the situation was one of the bleakest and most desolate spots on the face of the globe, yet for us it had all the comforts of a home. A glass of raw whisky, followed by boiling hot tea, thawed us, and a dinner of Dal and Rice, the simple Hindoo's fare—for we had nothing better—made us happy. Next morning one of the gun-carriers awoke stone blind (the effect of the glare from the snow), and had to be led 14 miles down the valley to Yeumton, I got up with a severe attack of rheumatism, and have been limping ever since, while the skin of all our faces was cracked and split open as if gashed with a penknife. These were the only accidents, and, on the whole, I think I came on well out of my foolish attempt to ascend the Donkia Pass so early in the year.

Two or three months later the ascent to the Pass is easy, and I believe the road is unsnowed the whole way, a little traffic to and from Lhassa passes over it in August or September. There were no living creatures on the top of the Pass, but 500 feet below I came across fresh footprints of the Arctic Fox and the large tailless Snow Rat. Marmots, finched larks, ousels, and snow pigeons were met with up to an altitude of 17,500 feet.

Our correspondent, as he says, had a very narrow escape, and probably had he been a man of even ordinary physique, he would have succumbed to fatigue, which, at such great elevations, means certain death.—*Darjeeling News.*

ANECDOTES OF JOHN BROWN.

A correspondent of the *San Francisco Newsletter*, now in England, writes:—Many anecdotes are told concerning the sort of relationship which exists between our honoured lady the Queen and her faithful servant, John Brown. Some of these must, of course, be taken with a grain of salt, but the following, I believe, can be relied upon. John's affection for her Majesty is very great. It was Prince Albert who first took the man, simply because he was straight-forward and extremely independent. John never alters his broad-Scotch tongue to please any one, not even royalty itself. The Queen was once getting settled cosily upon her little Highland pony; the animal being small and the roads dusty, it became necessary to tuck up her riding habit with a pin. John Brown was performing this office, when suddenly, "Oh, dear," exclaimed her Majesty, "you have pricked me, Brown." "Your Majesty should wear mair claes, then," was John's reply. Brown was presently after sent in to fetch a certain mantle, which the Queen described. Instead of bringing the one described, John brought a much thicker one. "Brown," said the Queen, "that isn't the one at all." "It's just this and nae ither, your Majesty," said John, buckling it behind the saddle; "I ken mair about the weather than you," and the Queen submitted like a child.

TOBIAS SMOLLETT.

Dickens in early childhood sat at the feet of Tobias Smollett. From the author of "Roderick Random" came to the author of "David Copperfield" the first inspiration of the story-teller. Each of these two men was the most popular fiction writer of his time, and there cannot be a doubt that the artist whose loss from among us we have not yet ceased to mourn gathered something both in style and substance from the novelist whose fictions so delighted his own childhood. It is not then quite wise in us, whose moral and intellectual lives have been largely influenced by Dickens, to pass by wholly unheeded the old master whom the child Dickens studied so intently and to such great purpose. But for the brilliant genius of Henry Fielding, Smollett must have stood the most important figure among British novelists till the appearance of Sir Walter Scott. In depicting certain aspects of human nature, the author of "Roderick Random" is the chief of humourists; but when we weigh his talent generally against that of his rival, the gold is not quite so pure and genuine. There was an admixture of simulation in him which was absent from Fielding, and is indeed absent from all really lofty and creative minds. To Smollett it was necessary that he should have a predecessor; Fielding, on the contrary, was spontaneous and original, and the founder of a race. He made successors, but was himself no man's successor. The third novelist of the same illustrious age, Samuel Richardson, had little in common with either, nor did he reach to their height. He was less able than they to assimilate the lessons of humanity, or to reproduce individual character. Critics have greatly differed as to Smollett's merits as a poet. Some perceive in him only the ordinary versifier, while others see in what he has done the germ of a talent which might have been developed to an extraordinary degree. The truth lies between the two extremes, and is a good way removed from either. Smollett, certainly did not write doggrel; his faculty for apprehending the ludicrous aspect of things would have led him to eschew the muse altogether rather than do that; but then, on the other hand, he was not sufficiently musical or imaginative ever to become the lofty and impassioned poet. His power in tragedy was inferior to any other literary faculty he possessed, but in his odes there is some really fine and spirited work. One commentator remarks on this head:—"His 'Ode to Independence' is the greatest effort of his genius, and rivals in spirit and sublimity, in strength of conception and beauty of colouring, the sublime odes of Dryden, Collins, and Gray, the great masters of the British lyre." It is just this kind of wholesale eulogy which succeeds in placing an author in a false position. To say deliberately that Smollett equals Dryden in the writing of odes is to show a total want of discrimination and critical capacity. A man may be a very fine poet without attaining to that height; and Smollett has unquestionably written many noble strains.—*Gentleman's Magazine.*

CEYLON.—THE PORT OF GALLE.

The coast is low, and the town, whether seen from the water or on land, has few claims to the picturesque. But very picturesque, intensely droll, and utterly new to the experience of the traveller arriving for the first time from England, is the sight that greets him directly the ship is in port, when boats innumerable surround it, whose occupants, instantly crowd the deck. They represent numerous nationalities, and display, consequently, a variety of costumes, including that which is almost no costume at all, except a skin of any tint between olive and the richest bronze. The Cingalese themselves are especially remarkable for their chignons, which, together with great scantiness of beard and a similarity in dress, when the men are fully attired, makes it difficult to distinguish the sexes among the young people. Of the chignons, some are fastened with a comb and some without, the right to wear it belonging to the higher castes. Imagine a shrivelled old boatman, almost bald, but having his scanty grey locks elaborately arranged in a knot worn almost at the nape of the neck, and fixed there with the help of a comb in form like those lately in favour here for keeping little girls' hair out of their eyes! Some of these new arrivals have coral and tortoise-shell ornaments to sell, and pearls and precious stones, or imitations of the same. Though, as a rule, the jewellery is mere rubbish, now and then a fortunate purchaser finds he has got a really valuable gem for a comparatively trifling price; and, of course, every buyer hopes he shall be the lucky exception. Other vendors offer embroidered shawls, India muslins, a variety of objects in basket-work, or models of the boats used in the harbour at which the stranger gazes in amazement as they throng round his vessel. In shape like a long deep trough, so narrow that the little seats on either side at one end, for passengers, hang over the water, and yet leave scant room for knees between, these boats would at once tip over but for an outrigger consisting of two long and slightly arching poles fixed to one side at right angles, and united at the outer ends by a cross-beam. In rough weather additional weight is needed to preserve a balance, and a man stands upon the beam; a second is required in a gale—hence called "a two-man storm." The outrigger, as might be expected, often comes into collision with other vessels, when, if, as usually happens, it is snapped off, the little craft turns over, projecting its occupants into the sea. A rowing boat conveying passengers from our steamer to another caused such a mishap. Fortunately, there were only natives to be upset, who swim like fishes, so that no great harm was done; but we often saw Europeans, even women, make the passage to and from the ship in these cockle-shells, and a very uncomfortable sight it was, especially as the harbour is infested by sharks which would soon attack a sinking body, though a swimming one, by the commotion it makes in the water, is tolerably safe. The native boats are generally paddled, but some have masts, and an ingenious arrangement for hoisting and lowering sails. Their most remarkable characteristic, perhaps, is that not a nail is used in their construction; the numerous parts are sewn together.—*What we Saw in Australia.*

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co., *Agents.*

tf 1063 Hongkong, 7th July, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

Insurances.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ % on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1800 Hongkong, 4th June, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy-holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 27th July, 1875.

COTTON GOODS.

COTTON YARN, No. 16 a 24, per 400 lbs.		102.00 a 117.00
" " 28 a 32	"	107.00 a 115.00
" " 38 a 42	"	115.00 a 160.00
GREY SHIRTINGS, 7 lbs.	per piece	$1.75 a 1.80
" 8 lbs.	"	2.03 a 2.10
" 8½ lbs	"	2.15 a 2.58
WHITE SHIRTINGS, 64 a 60 reed,	"	2.10 a 2.25
" 34 a 66	"	2.50 a 2.55
" 38 a 90	"	2.90 a 3.45
WHITE SPOTTED SHIRTINGS	per piece	2.40 a 2.45
WHITE BROCADES	"	2.65 a 2.70
AMERICAN DRILLS, 30 yards	"	2.75 a 2.80
" " 40	"	3.70 a 3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs,	"	1.75 a 2.16
" 24 " & 36 " 9 lbs	"	2.10 a 2.17
DYED SPOTTED SHIRTINGS	"	3.60 a 3.95
DYED BROCADES Do.	"	3.70 a 3.95
DYED DAMASK Do.	per piece	5.70 a 5.65
CHINTS	"	1.80 a 1.65
HANDKERCHIEFS, Blue	per doz.	0.60 a 0.71
" Brown	"	0.60 a 0.65
" Red	"	0.70 a 0.76
VELVETS, Black, 22 ins.	per yard	0.19 a 0.20
" Gentian, 22 "	"	0.21 a 0.22
VELVETEENS, Black	"	0.24 a 0.33

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.78 a 0.79
LONG ELLS, *MM* Scarlet	per piece	9.10 a 9.30
" " Assorted	"	8.60 a 8.70
" *HH* Scarlet	"	9.00 a 9.08
" " Assorted	"	8.50 a 8.80
CAMLETS, SSS	"	16.00 a 16.30
" SS	"	17.50 a 18.00
" S	"	18.60 a 19.00
" *BBB*	"	19.00 a 19.5
LASTINGS, *DD*	"	16.00 a 16.50

METALS.

IRON, Nail Rod	per picul	3.20 a 3.35
" Hoop	"	3.75 a 4.05
" Bar	"	3.30 a 3.35
" Wire	"	7.90 a 8.15
LEAD	"	7.30 a 7.80
STEEL, English	per tub.	5.10 a 5.20
" Swedish	"	5.90 a 6.30
TIN, Malacca	per picul	22.30 a 23.80
TIN PLATES	per box	7.80 a 8.00
SHEATHING METAL	per picul	24.00 a 29.50
QUICKSILVER, English	"	110.00 a —
" American	"	112.00 a —
SPELTER	"	6.50 a 7.00

PRODUCE.

COTTON, Shanghai	per picul	14.00 a 14.20
" Ningpo	"	14.50 a 15.00
" Tientsin	"	14.00 a 14.40
" Tungchow	"	15.00 a 15.20
" Bengal	"	12.80 a 15.00
ALUM	"	1.50 a 1.75
SESAMUMS, white	"	4.30 a 4.40
" Black	"	3.52 a 3.55
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.65 a 1.90
" " mill cleaned	"	1.53 a 1.56
" Manila	"	2.35 a 2.40
" Singapore	"	1.88 a 1.91
" Saigon	"	1.48 a 1.51
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	5.75 a 8.20
COALS, AFLOAT	per ton.	
" English steam	"	11.75 a 12.80
" Sydney	"	9.75 a —
WINDOW GLASS	per box.	3.30 a 3.50
STRAITS PRODUCE, &c.,		
RATTANS, Straits	per pel.	5.45 a 5.60
" Banjar	"	4.05 a 4.16
PEPPER, White	"	16.80 a 17.00
" Black	"	9.90 a 10.30
BETEL NUT	"	1.85 a 1.98
SANDAL WOOD Malabar	"	4.10 a 4.30
" South Seas	"	16.00 a 16.50
SAPAN WOOD, Manila	"	1.70 a 2.20
" Siam	"	2.30 a 2.60
FLOUR California, per sack of 50 lbs.		1.18 a 1.26
" American per barrel of 100 lbs.		2.70 a 2.74
" " of 200 lbs.		5.81 a 5.80
WHEAT, Tientsin	per pel.	1.80 a 1.03
" California	"	2.35 a 2.55
SUGAR, Canton white, 1 a 8	"	6.45 a 6.85
" " Dk. Brown	"	4.70 a 4.85
" West Coast, Dk. Brown	"	— —
" Manila, Dry White	"	5.45 a 5.60
" Candy	"	8.75 a 8.98
CAMPHOR, packed	"	13.00 a 13.25
PEAS, White	"	1.90 a 1.95
" Green	"	2.15 a 2.40
" Black	"	1.70 a 1.75
" Yellow	"	1.70 a 1.75
MUSHROOMS	"	47.00 a 51.00
SEAWEED, Green	"	1.70 a 2.40
" Cut	"	3.60 a 3.75
MUSSELS, Dry Siam large	"	10.00 a 12.50
" " " middle	"	5.45 a 6.10
" " " small	"	5.25 a 5.10
VERMICELLI, Tientsin	"	6.60 a 7.50
BEES WAX, Japan, White	"	11.50 a 11.70
" Hankow	"	87.00 a 87.50

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Abbotsford	A. Hunter	Brit. str	649	Ah Yon	Bangkok
Africa	J. S. Galilee	Brit. str	1810	Jardine, Matheson & Co	London
Albay		Span. str	289		Repairing
Arratoon Apcar	R. Cass	Brit. str	956	Siemssen & Co	Saigon
Brisbane	R. Balfour	Brit. str	1500	Gibb, Livingston & Co	Australia
Carisbrooke	M. G. Scott	Brit. str	1000	Soon Cheong & Co	Repairing
City of Exeter	John Gorley	Brit. str	787	Hop-kee	Singapore, &c.
Colorado	M. Connolly	Amr. str	3727	P. M. S. S. Co	Yokohama, &c.
Danube	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Dune	Thomson	Brit. str	852	Gilman & Co	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan		Brit. str		H. C. & M. Steamboat Co	
Formosa	J. C. Schulz	Brit. str	465	Vogel, Hagedorn & Co	Amoy
Gaelic	Henry Parsell	Brit. str	1712	O. & O. S. S. Co	Yokohama, &c.
Glenlyon	Thos. Edward	Brit. str	1373	Gilman & Co	Singapore, &c.
Japan	J. Miller	Brit. str	1853	D. Sassoon, Sons & Co	Singapore, &c.
Killarney	H. O'Neill	Brit. str	1060	Asgar & Esmail	Bombay, &c.
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang §	Benning	Brit. str	1001	H. C. & M. Steamboat Co	
Leonor		Span. str	393		Repairing
Little Orphan	Finch	Amr. str	45	Captain J. B. Benning	Tug Plying
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co	
Madagascar	J. Timm	Ger. str	834	Siemssen & Co	
Malacca	Bernard	Brit. str	1044	P. & O. S. N. Co	Yokohama
Nankin	M. Brace	Brit. str	1830	Siemssen & Co	Saigon
Pawtuxet		Amr. str	280	Heard & Co	
Powan ‡	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Scotland	J. James	Brit. str	1694	Turner & Co	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Yot-sai		Brit. str	180	Kwok Acheong	Laid up
Yottung		Brit. str	323	Kwok Acheong	Laid up

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Ada	Joseph Aeale	Brit. bk	686	Russell & Co	
Amadine	Farron	Brit. bk	547	Messageries Maritimes	
Anazi	J. Hill	Brit. bk	468	Frazar & Co	
Anna Dorothea	O. D. Schmidt	Ger. bk	330	Wm. Pustau & Co	
Annie Gray	R. More	Brit. sh	727	Jardine, Matheson & Co	Rejang
Brema	K. Timpe	Ger. bk	380	Wieler & Co	
Bue Caao	E. Tams	Siam. bk	337	Chinese	Bangkok
Chateaubriand	Hervé	Fren. bk	384	Carlowitz & Co	
Chow-Sye	F. F. Stelmeyer	Siam. bk	462	Siemssen & Co	
Columba	Selavo	Brit. bk	344	Russell & Co	Melbourne, &c.
Conquest	O. V. Small	Amr. bk	516	Rozario & Co	San Francisco
Constance Wilson	A. R. Spence	Brit. sch	178	Order	
Davina	S. D. Clark	Brit. bk	425	Kwong-wo-cheong	
Duguay-Trouin	Donior	Fren. bk	387	Carlowitz & Co	
Faith	D. Lloyd	Brit. bk	481	Vogel, Hagedorn & Co	New York
Faugh Balaugh	D. Rüte	Ger. bk	277	Carlowitz & Co	
Flodden	Murdoch	Brit. bk	337	Captain	
Fontenaye	G. B. Taylor	Brit. sh	637	Heard & Co	
Friendship	Dentzan	Siam. bk	480	Chinese	
Glory	Sachadorf	Siam. bk	400	Chinese	
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Bangkok
Golden Spur	S. E. Farrall	Brit. sh	655	Vogel, Hagedorn & Co	Iloilo, &c.
Green Jacket	H. D. Roe	Brit. sh	1053	Russell & Co	San Francisco
Harriet N. Carlton	G. Harkness	Amr. bk	872	Russell & Co	New York
Hervatske	Schaartz	Aus. bk	909	Melchers & Co	
Hongkong	Freudenberg	Siam. sh	646	Mah Wah	
Ino	J. H. Bannau	Ger. bk	353	Siemssen & Co	
James Wilson	R. W. Prideaux	Brit. bk	328	Carlowitz & Co	Foochow
Johann Smidt	H. Rohkar	Ger. bk	434	Wieler & Co	
Kate Water	John Howard	Brit. bk	580	Tack-mee & Co	Bangkok
Kerchalon	Leronco	Fren. bk	267	Landstein & Co	
Kim-young-tye	H. Otto	Siam. bk	329	Yee-foong	
Krang Thep	N. Dubrassen	Siam. bk	430	Siemssen & Co	
Lucky	D. Michelsen	Siam. bk	424	Chinese	Chefoo
Maria	T. Tapaunsen	Ger. bk	221	Ed. Schellhass & Co	
Marion	Rufus Howe	Amr. sch	366	Arnhold, Karberg & Co	Tientsin
Matilda	Carver	Amr. sh	849	Rozario & Co	San Francisco
Messenger	J. F. Gilkey	Amr. sh	1026	Rozario & Co	San Francisco
Midnight	G. Hallett	Amr. sh	820	P. & O. Co	
Monsoon	Geo. Hunter	Brit. bk	283	Chinese	Tientsin
Morning Star	C. Edlefsen	Siam. bk	570	Chinese	
Neu Granada	E. Buner	Ger. bk	294	E. Schellhass & Co	
Novelty	D. M. Limmer	Brit. bk	376	Russell & Co	
Nuevo Constante	Jose Uriarte	Span. bg	217	Remedios & Co	Manila
Orichten	P. A. Hook	Swed. bk	315	Order	
Po Chung Chan	Li Fat	Cam. sch	295	Chinese	
Princess Seraphi	W. Munchau	Siam. bk	454	Carlowitz & Co	
Queen of England	P. Dethleffsen	Siam. sh	542	Chinese	
Rollo	W. T. Way	Brit. bk	583	Melchers & Co	Bangkok, &c.
Rover of the Seas	Thos. Peterson	Brit. bk	417	Order	
Shooting Star	J. B. Hellstrom	Siam. sh	611	Tack-mee & Co	Chefoo
S. Ku Cham Roan	M. S. Hoff	Siam. bk	411	Chinese	Newchwang
Success	L. Brulin	Siam. bk	380	Chinese	
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Tai Watt	F. Sass	Siam. bk	654	Tay Leo	
Toreea	J. O. Gomez	Span. bk	250	Chinese	
Union	J. M. Nabarria	Span. sch	182	Remedios & Co	
Uranus	Lauritz Berg	Nor. bk	486	E. Schellhass & Co	
Vesta	R. Dirks	Ger. bk	362	Taylor & Thompson	Takao
Ville de Lille	Ryckmans	Fren. bk	432	Landstein & Co	
Wagrien	Schmotsch	Ger. sch	180	Order	
William Davis	McAllister	Brit. sb	840	Jardine, Matheson & Co	

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Mather	Pow. Mag.	283	Harbour Master	
John Adam	J. Gradock	Hulk	318	Water Police	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H. P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Yokohama
Charybdis	steam corvette	17	400	Captain T. E. Smith	Japan
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Nagasaki
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Tientsin
Egeria	double sloop	4	120	Comdr. B. Turton	Hongkong
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Singapore
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Kobe
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Amoy
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Hongkong
Hornet	double sc. gun vl.	4	120	Comdr. J. C. Jones	Foochow
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Shanghai
Lapwing	double sc. gun vl.	3	160	Comdr. Sir W. Wiseman, Bart	Singapore
Meanee	military hospital	—	—	———	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Hongkong
Modeste	steam corvette	14	350	Captain A. Buller	Hongkong
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Shanghai
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Hongkong
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Hankow
Sylvia	double sc. gun vl.	—	150	Captain St. John	Nagasaki
Thalia	steam corvette	6	400	Capt. H. B. Woollcombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Singapore
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Comdr. H. C. D. Ryder	Yokohama

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Bayan	Russian cor.	2000		Boyle
Dang-wee	Aus. gun-boat	250		

WHAMPOA.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Lintin		Brit. str	69	Kwok Acheong	
Orissa	E. M. Edmond	Brit. str	1110	P. & O. S. N. Co	

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Charlotte Andrews	G. Place	Brit. bk	355	Rozario & Co	Tientsin
Dan	T. A. Halberg	Swed. bg	246	Arnhold, Karberg & Co	Tientsin
Edmond Gressier	Fauquet	Fren. bk	300	Chinese	
Gesiena	T. S. Mulder	Dut. sch	480	Ed. Schellhass & Co	Tientsin
Gleam	Burgess	Brit. bk	291	Turner & Co	Tientsin
Osaka	Lowe	Brit. bk	527	A. MacG. Heaton	London
St. Andrews Castle	D. Malcolm	Brit. bk	635	A. MacG. Heaton	London
Virginia	G. Tarabochia	Aus. bk	290	Siemssen & Co	Tientsin

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan †	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Ohoy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co	
Peng-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Sun-Chee ‡	F. Scott	H.I.C.M.	g-b.		
Tien-Po ‡	Longneville	H.I.C.M.	g-b.		At Hainan
Yangtsze	E. Schultze	Brit. str	783	Siemssen & Co	

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 16th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Camoens	Guimaraes	Port. gb.	80		
Concordia	J. L. [illegible]	Port. bg	226	J. E. d'Almeida	
Kolga	Kiolseth	Ger. bk	500	Wm. Pustau & Co	Amoy, &c.
Spark ‡	Holland	Brit. str	140	H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g. b.			

‡ *Running between Canton and Macao.*

SWATOW.

In port on 20th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Afonso	Valot	Fren. bk	417	Order	
Civiale	Brock	Ger. bk	380	Dircks & Kruger	
Farningham	Craid	Brit. bk	251	E. Herton	
Juno	Diedrich	Ger. bk	517	Dircks & Kruger	Newchwang
Liberator	Vandervord	Brit. sh	890	E. Vincent & Co	Chefoo
Malvina	Kulge	Ger. bk	484	Dircks & Kruger	
Marquis of Argyle	McKeon	Brit. bk	500	E. Vincent & Co	Chefoo
Menam	Osmont	Brit. bk	468	E. Vincent & Co	Chefoo
Minko	Cape	Brit. bk	515	Dircks & Kruger	
Peter	Lange	Ger. bk	311	Dircks & Kruger	
Peter	Kickolasen	Ger. bk	397	Dircks & Kruger	
St. Thomas	Hjorth	Nor. bk	287	E. Vincent & Co	

AMOY.

In port on 19th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adelina Marianne	Dahl	Ger. bk	300	H. A. Petersen & Co	
Asie Mineure	Garier	Fren. bk	381	Order	
Carnarvonshire	Doncaster	Brit. bk	358	Boyd & Co	
Catharina	Schultz	Ger. bk	333	H. A. Petersen & Co	Chefoo
Craig Ewan	Burnie	Brit. sch	205	Boyd & Co	
Holstein	Kulper	Ger. sch	281	Pasedag & Co	
Kim Hong Tye	Harton	Siam. bk	270	Brown & Co	
Bochbulig	McPherson	Brit. sch	333	Johnston & Co	
Meridian	Pedersen	Siam. sch	294	Brown & Co	
Merlin	Tupman	Brit. sch	248	Order	
Palma	Binge	Ger. bk	299	Pasedag & Co	
Soo Teck Seng	Capon	Siam. bk	304	Brown & Co	
Trelevan Family		Brit. sch	169	Boyd & Co	
Wilhelmine	Rost	Brit. bg	227	Boyd & Co	

FOOCHOW.

In port on 17th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Anna	Jessen	Ger. bk	447	John Forster & Co	Melbourne
August	Riis	Ger. bg	274	Jardine, Matheson & Co	New Zealand
Benedicta	Jessen	Ger. sch	247	Silverlock	Adelaide
Black Prince	Inglis	Brit. sh	750	Turner & Co	London
Caton	Massicot	Fren. bg	222	Adamson, Bell & Co	Melbourne
Edward James	Forbes	Amr. bk	529	Master	
Empress of China	Smith	Brit. sch	256	Adamson, Bell & Co	Sydney
Endymion	Richardson	Brit. sh	759	Adamson, Bell & Co	
E. M. Young	McMichen	Brit. sh	845	Gilman & Co	Melbourne
Forward-Ho	Wade	Brit. sh	942	Gibb, Livingston & Co	London
Glamis Castle	J. Raison	Brit. str	1538	Adamson, Bell & Co	London
Gustav	Johansen	Ger. bg	237	Russell & Co	
Lord of the Isles	W. Cowie	Brit. str	1845	Adamson, Bell & Co	London
Macassar	Wilhelm	Fren. bg	250	Adamson, Bell & Co	Brisbane
Mary Ann Holman	Holman	Brit. bk	272	Butterfield & Swire	Melbourne
Miss Kilmansegg	Finlayson	Brit. bg	229	Jardine, Matheson & Co	Sydney
Natal Queen	Rapp	Brit. bk	243	Adamson, Bell & Co	Brisbane
Nautilus	Blockley	Brit. bk	343	Adamson, Bell & Co	Melbourne
Sea Gull	S. Ridge	Brit. str	894	Jardine, Matheson & Co	London
White Adder	Beatham	Brit. sh	915	Gibb, Livingston & Co	
Zoroya	Scarlett	Brit. bk	383	Gilman & Co	London

SHANGHAI.

In port on 17th July, 1875.

The names of the numerous steamers, tugs small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ascalon	Watt	Brit. sh	938	Adamson, Bell & Co	London
Benefactor	Hayden	Amr. bk	596	Russell & Co	
Black Adder	Whyte	Brit. sh	917	Gibb, Livingston & Co	London
Colibri	Asmussen	Ger. bk	207	Master	
Condor	Brohn	Ger. bk	235	E. Taumeyer	
Deerhound	Shearer	Brit. bk	573	Jardine, Matheson & Co	London
Eulie	Litchfield	Brit. bk	335	Jardine, Matheson & Co	
Fire Queen	Hamilton	Brit. sh	766	Gilman & Co	
Haze	Wilkinson	Amr. sh	862	Frazar & Co	
James Shepherd	Maduen	Brit. sh	849	Shaw, Brothers & Co	
Jerusalem	Largie	Brit. bk	901	Adamson, Bell & Co	
Lady Belmore	Lee	Brit. bk	253	J. J. Buchheister	Nagasaki
Lord of the Isles	Patrie	Brit. sch	3[illegible]7	Master	
Lothair	Orchard	Brit. sh	794	Gibb, Livingston & Co	
Lunan	Whitton	Brit. bk	261	Morris, Lewis & Co	
Norman Court	Shewan	Brit. sh	154	Turner & Co	London
Rosetta McNeil	Brown	Amr. bk	611	Olyphant & Co	
San Francisco	Lamoken	Ger. sch	264	Siemssen & Co	
Saturnus	Wolff	Ger. bk	508	Wm. Pustau & Co	
Scindia	Harrison	Brit. sh	893	J. W. Muller & Co	London
Storm King	Keen	Brit. bk	1147	Wheelock & Co	
Undine	Fawckner	Brit. sh	794	Jardine, Matheson & Co	
Zephyrus	Williams	Brit. bk	699	Adamson, Bell & Co	London

YOKOHAMA.

In port on 10th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Abana	Mathias	Brit. sh	1278	P. & O. Co	
Catharina	Clausen	Ger. sch	275	Simon, Evers & Co	
Duke of Abercorn	Dalrymple	Brit. sh	1050	Kniffler & Co	
Hants County	Cochrane	Brit. bk	641	Order	
Iris		Ger. bk	213	Order	
John McKean	Christensen	Brit. sch	194	Hudson, Malcolm & Co	
Myrtle	Poley	Brit. sch	25	Order	
Mora	Angel	Brit. bk	520	Order	
Peter	Holm	Ger. bk	241	Chinese	
Spirit of the Age	Johnson	Brit. bk	347	Order	
Thomas A. Goddard	Smith	Amr. bk	682	C. and J. Trading Co	
Tori	Jordan	Amr. sch	100	Order	
Ukraine	Melcher	Amr. bk	708	Order	
Walton	Shield	Brit. bk	541	Wilkin & Robison	

MANILA.

In port on 5th July, 1875.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Antela		Span. bk	328	Inchausti & Co	
Bunker Hill		Amr. sh	898	Inchausti & Co	
Christie		Ger. bk	568	M. Pickford & Co	
Conchita		Span. bk	408	F. Reyes	
Obreiga		Amr. sh	1356	Smith, Bell & Co	
Delia		Span. bk	385	J. Morello	
Dorothea		Ger. bk	619	F. Richardson & Co	
Endeavour		Amr. sh	960	Russell & Sturgis	New York
George		Ger. bk	798	Smith, Bell & Co	
Glen Maiden		Brit. sh	1395	Aguirre & Co	
Leon		Span. str	700	Larringa & Co	
Mindoro		Amr. sh	1021	Order	
Papa		Ger. bk	748	Smith, Bell & Co	
Senator Iken		Ger. sh	1349	Smith, Bell & Co	
Teresa		Span. bk	152	J. M. Tuason & Co	
Villa Franca		Amr. sh	1031	Inchausti & Co	
Yosemite		Amr. sh	1153	Russell & Sturgis	

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